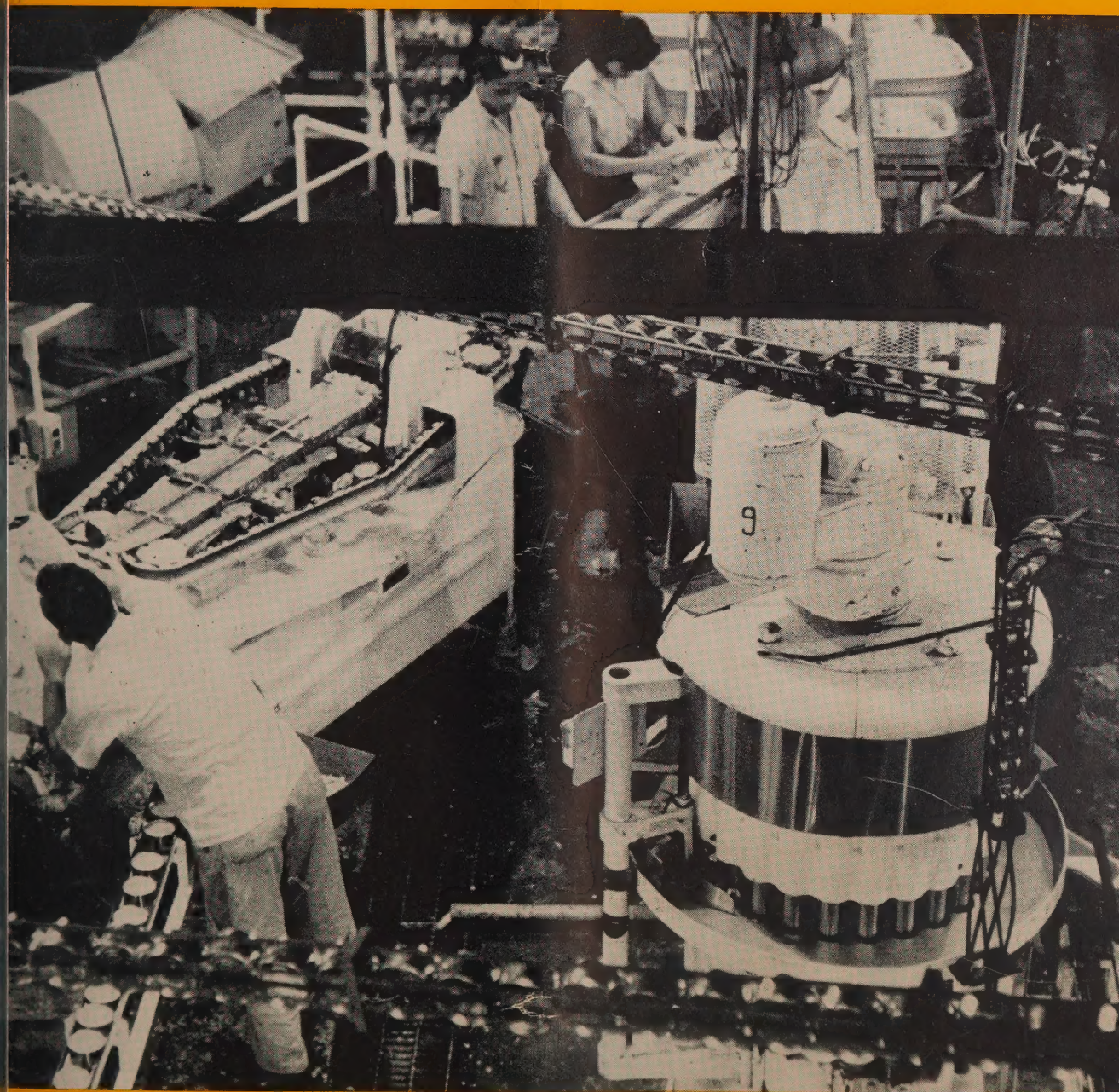


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"PF" Outlines Its
Broad Field . . . p5
Puerto Rican Tuna
Operations . . . p8

PACIFIC FISHERMAN



TUNA PACKING IN PUERTO RICO, where National Packing Co. employs a high degree of mechanization in its modern cannery.

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PACIFIC FISHERMAN

Vol. 55

No. 8

JULY 1957

Our Expanding Field and Responsibility	5
Tuna Packing at Ponce, Puerto Rico	8
Westport Shrimping Rockets	23
California's Up-Surge in Salmon	27
ATA Seeks Teeth for Anti-Dumping Act	31
Peruvians Find Good Fishing Deep	35

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A MILLER FREEMAN
PUBLICATION



Accomplishment In Conservation

• Long strides were taken in the first six months of 1957 along the road to rational fishery administration and up the course of conservation.

Few years, if any, have seen such gains; and never have they been made with more concord and less controversy. In this reasonableness, this understanding, this unselfishness, this intelligence there is human accomplishment comparable with that in administration and conservation.

What was done?

1. The Pink Salmon Protocol to the Sockeye Treaty was negotiated, signed and ratified. By this act Pink salmon were brought within the responsibility of the Commission, and flaws in the original treaty were corrected.

2. Enabling acts applying the Protocol were passed.

3. Threat to international conservation in the development of a high seas net fishery for salmon was canceled by laws passed by the Pacific States and Canada.

4. Federal legislation granted authority for control of fishing by U. S. nationals off the coast of Canada and Alaska, making it possible to cooperate with Canada for control of ocean netting for salmon, to establish uniform troll salmon seasons and size limits, and to protect spawning populations of bottomfish.

• These things were brought about without delay and without conflict by the orderly process of conference, confidence and compromise. Moreover, no one of the many who participated in this varied undertaking tried to corner the credit or to convert the movement to political ends.

There was a lot of unselfish and constructive cooperation, understanding and service throughout all this; and because of it a few months produced a pack of solid accomplishments which a year ago seemed impossible of attainment in advance of the 1957 Pink salmon run.

Fundamentally it came about because the Federal government permitted the states to do all they could in shaping the Pink salmon treaty and controlling ocean netting.

At the same time, effective accomplishment required the cooperation of Canada, and this could be attained only through the Department of State, which arranged conferences with Canada in which the Pacific states and their industrial representatives had a part.

• It is not possible in the scope of this editorial to name all who participated in making these long gains—nor would it be altogether desirable. Nevertheless, there are some individuals whose contribution was very great indeed, and the more because it was made quietly, modestly and with a degree of obscurity which rendered it specially effective.

Thus the key to these remarkable 1957 accomplishments in international conservation lay in the fact that W. C. Herrington, Special Assistant to the Undersecretary of State for Fisheries, Warren Looney and Miss Isla Davies of his office permitted and encouraged the Pacific States and their fishing industry to carry just as much of the load and responsibility as they could.

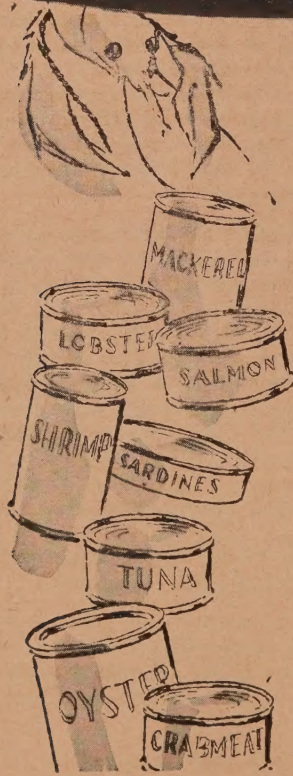
Without this regard for the Pacific states and industry the gains could not have been made in a single year.

• Nor could these accomplishments have come about without the attentive and energetic sponsorship in Congress of Senators Warren Magnuson and Henry Jackson of Washington. The whole enterprise hinged upon these two men, and they put it through.

Give them full credit, for truly they earned it.



From catch to can **Faster**
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Continental service begins with precision-made cans in every size and shape for whatever fish you pack. Continental's nine can-making plants cover the West Coast, assuring you fast delivery of fish containers, when and where you need them. To give you trouble-free, faster packing operations, Continental service also includes individual research and engineering assistance from our West Coast laboratories and machinery service centers. West Coast research facilities work closely with Continental's new \$7,000,000 Research and Development Center in Chicago, where the most modern equipment is being used to develop new and better ways to pack fish. For *complete* fish can service, call Continental today.

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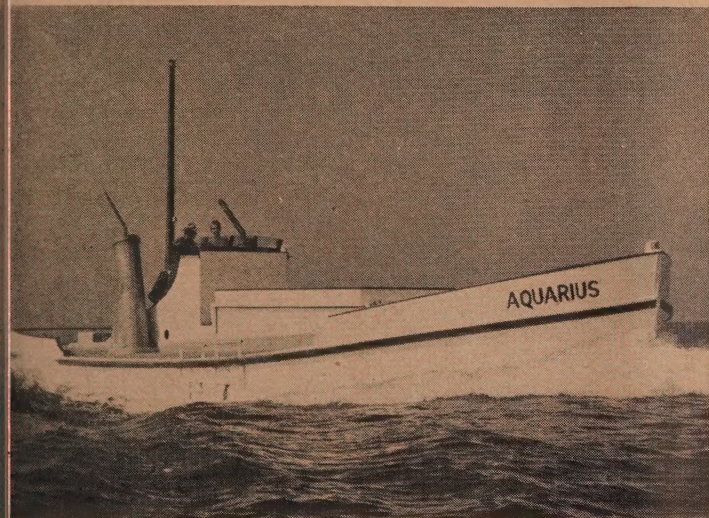


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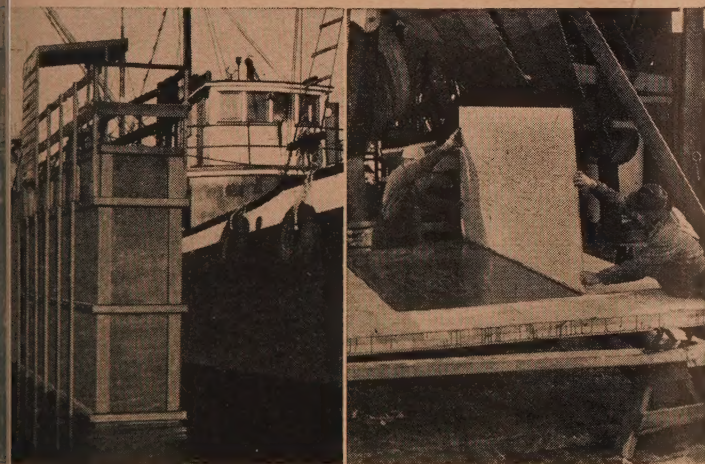
LOOK WHAT THEY'RE DOING WITH

EXTERIOR FIR PLYWOOD

in marine construction and accessories



Forty-five feet of plywood performance! Except for framing, the bait boat *Aquarius* is virtually 100% Exterior fir plywood—planking, bulkheads, decks, house, ballast tanks, bait tanks, chutes. Designed by Phillip H. Pearle and built by Mauricio & Sons, San Diego, for Mrs. Gladys Lynn Charles and Roy Everingham, the *Aquarius* has been in service since 1956. Plywood provides a stronger, more rigid hull, say the builders and the plywood construction cut labor costs about one-third.



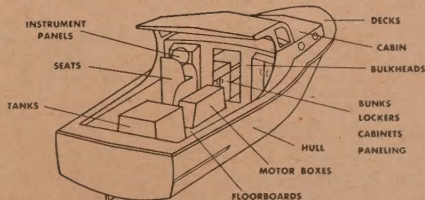
Left: Drydock at West Coast port utilizes Exterior-type fir plywood in four buoyancy units with a lift of 325 tons. Each unit is 28 feet long, 20 feet high, 12 feet wide. Construction was completed in less than a week. Right: Workmen glue-up a tuna clipper bulkhead with Exterior fir plywood. Large, light, rigid plywood panels are ideal for almost every installation of this kind.

EXTERIOR-TYPE fir plywood is real wood in large, light, easy-to-work panels. Plys are cross-laminated for extra strength and rigidity... bonded for rugged durability with 100% water- and weather-proof marine glue. Exterior fir plywood is proved by thousands of marine applications—in every phase of boat construction and repair, as well as in docks, ramps, floats and storage sheds. New uses are constantly being developed. You'll find it to be your most versatile, and most economical, all-around marine construction material.



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NEW TUNA CLIPPER UNITED STATES

From bow to rudder, the new tuna clipper *United States* is the latest in design perfection. Built by the National Steel and Ship-building Corporation, she features an efficient hull design that is the result of extensive model test studies. Rudder design evolved from a recent high-speed N.A.C.A. airfoil shape. The result: the most modern tuna clipper afloat, with a fish-hold capacity of 340 tons plus ample sea stores to reach distant fishing grounds and return.



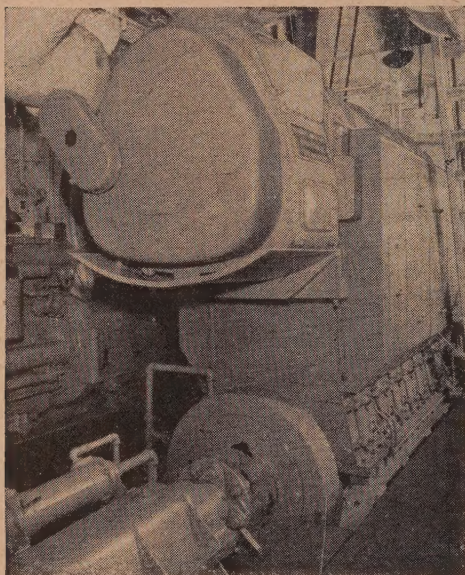
O-P POWER

Main engine in the *United States*, like the entire fleet of these modern clippers built by NASSCO, is a heavy-duty 960 hp. Fairbanks-Morse Opposed-Piston Marine Diesel. Selected for modern efficiency, reliability and economy, the O-P offers:

Two-Cycle Design—that eliminates more than 40% of the moving, wearing parts found in comparable engines.

Opposed-Pistons—of equal weight in a single cylinder—and contrarotating cranks produce smooth, vibrationless power.

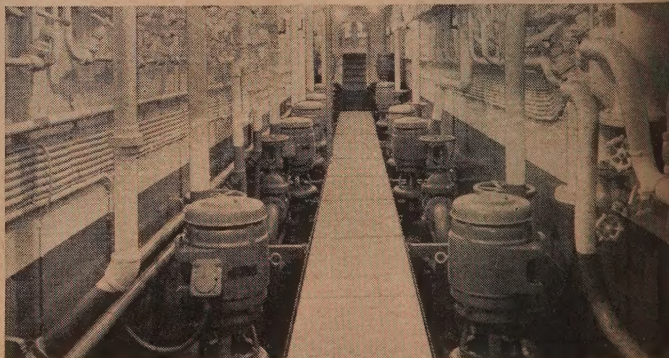
Uniflow Scavenging—eliminates crosscurrents and provides greater horsepower, thermal efficiency and the utmost in fuel economy.



F-M PUMPS

More than 20 Fairbanks-Morse pumps, powered by F-M motors, move large volumes of liquids above and below decks: brine and bait water . . . fresh and sanitary water . . . ballast and bilge . . . fuel and lube oil. Pump specifications call for as many as 13 vertical centrifugals to rotaries, piston and Builtogethers for each of the specialized marine applications.

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PACIFIC FISHERMAN defines

Our Expanding Field, and Our Obligation to Expand With It

In the 54 years *Pacific Fisherman* has served as the journal of the Pacific fisheries the industry has expanded from the coastal waters of the Pacific States, British Columbia and Alaska until today there is industrial fishing throughout the entire Pacific Basin—and remember at “the Pacific alone is half the world”.

Industrial fishing, as distinct from subsistence or local supply fishing, yields products which enter into commerce and contribute to the protein food supply of nations.

In 1903 such fishing in the Pacific was limited to the coastal segment of North America from the Sacramento River to Bristol Bay.

Today industrial fishing is developed along the Pacific coasts of South America, North America, Asia, Australia and Africa, from Chile all around the rim to the Cape of Good Hope.

In that period Japan has become the greatest fishing nation in the world, followed by the United States and the Soviet Union.

Despite this growth, the industry still is growing—faster than ever.

Mexico, Panama, Peru;

Hawaii, Samoa, South Africa;

Australia, New Zealand and Chile—

These are new centers of industrial fishing in the Pacific's present—areas with potential stretching far beyond man's knowledge.

For 54 years it has been the privilege of *Pacific Fisherman* to grow with the Pacific fisheries, to change with them, to follow them as they have expanded, to serve them, and to enjoy their confidence and trust born of long association and mutual respect.

Such a privilege imposes obligation and confers responsibility.

In analyzing and interpreting this obligation and this responsibility for its own guidance, *Pacific Fisherman* has translated them into two directives, of which one is:

To follow and serve Pacific fishermen, Pacific operators, and specialized Pacific fishery industries in the process of their growth and their marketing as they move beyond the Pacific Rim.

● This current issue contains a perfect example of the discharge of this order. It is the article dealing with the operations in Puerto Rico of the National Packing Co., a subsidiary of the Van Camp Sea Food Co., Terminal Island, Calif.

This is a development of special significance to the American tuna industry, which centers almost wholly on the Pacific. It concerns every American tuna fisherman, every packer, every distributor and merchandiser of tuna. The Puerto Rican enterprise may point a trend which will see Pacific tuna vessels operating in the Atlantic and Caribbean.

The significance of this project carries an implication for the Pacific tuna industry and thus, even though the locale is in the Caribbean, the subject becomes a concern of *Pacific Fisherman* and a part of its responsibility to the industry it serves.

To prepare an article on Van Camp in Puerto Rico meeting this journal's editorial standards, its editor went to that island recently to gather material first-hand and at its source.

● Markets for Pacific fish products wherever they may be are a part of our concern. Reports upon them become a

responsibility of *Pacific Fisherman*. In 1956 one of its writers visited the United Kingdom and reported on that important market for canned salmon from the United States and Canada and canned bonito tuna from Peru.

• The broader of our mandates is that which sets this responsibility:

To maintain *Pacific Fisherman* in truth and in fact as the journal of the industrial fisheries of all the Pacific, growing with them as and where they grow.

In discharge of this obligation we have maintained staff representation in Japan for a number of years, providing our readership throughout the world with Japanese reports of timeliness and quality and extent unmatched outside the Japanese language.

The sound growth and rich potential of the Pacific fisheries of South America led this spring to an arrangement in Peru which will produce for this journal regular staff reports of the fisheries of that country and its neighbors.

• Growth of Peru's fisheries since World War II from nothing at all to almost 100 active plants is one of the industrial phenomena of a phenomenal 12 years.

To study these fisheries, their growth, and their latent probabilities, *Pacific Fisherman* this spring dispatched its editor to Peru, where he spent a month gathering material.

Now in the course of preparation, this comprehensive report upon one of the most dramatic developments in the whole history of the Pacific fisheries will occupy our entire October issue, which should prove a valuable source book on the fisheries of Peru.

• As time and circumstances permit, and industrial fishing expands further, additional centers of the Pacific fisheries will be covered editorially, staff representation will be provided, and the circulation of *Pacific Fisherman* expanded. Manufacturers of fishing gear, canning, freezing and process equipment, and those selling the products of an expanding industry, will find additional reasons for advertising representation in our pages.

• Thus does *Pacific Fisherman* move aggressively to meet the obligations and responsibilities to readers and advertisers stemming from its 54 years as the journal of the industrial fisheries of the Pacific.

Thus does *Pacific Fisherman* define its field—the fisheries of all the Pacific; and all the fisheries into which Pacific fleets and operators extend their interests.

Red Salmon Dominate Early Japanese Catch

• First month's fishing of the Japanese high-seas salmon fleet in the Aleutian area produced 30,954 tons of salmon, with more than half the total Reds.

The total was far ahead of the catch to comparable date in 1956, due to the surprising quantity of Red salmon in the early catch.

In 1956 to approximately even date the Reds comprised 38.8% of the catch, against 51.13% to last report for 1957 fishing available at presstime.

To the end of May, 1957, the Japanese high seas fleet in the North Pacific area had taken more than twice as much fish as in May, 1956.

Last reports available as this issue closed showed that to June 10, 1957, the fleet had taken:

Species	Metric Tons
Red	15,834
Pink	2,582
Chum	12,520
King	18
Total	30,954

The catch here detailed comprises 35% of the entire target for the North Pacific area.

As the price to fishermen for Red salmon was sharply increased this season, all mothership operating com-

panies are giving evidence of being perturbed by the heavy catch of this species.

5,500 Salmon Netters Strike in Canada

• Negotiations over the price to be paid for British Columbia salmon, in progress between various elements in the industry for several weeks, finally broke down in mid-June, and 5,500 salmon net fishermen declared for a strike. How long the tieup would continue was anyone's guess.

Stalemate resulted when operators and fishermen submitted revised proposals which failed to win agreement. The cannery offered 26c per pound for Sockeye, 15c for Coho, 9c for Pinks and 7c for summer Chums (to August 31). The fishermen countered with a proposal for Sockeye at 31c, Coho at 22c; Pinks and Chums at 13c.

Other issues in dispute included compulsory checkoff of annual union dues, grievance procedure regarding breakdown of rented boats, test weighing of salmon welfare fund payments, prices for Red Springs and White Springs and gutting of Cohoes and Springs.

Most of the recommendations made by the fishermen on these points as

well as on the price schedule were regarded as unrealistic by the packers.

Early Alaska Salmon Catches Are Limited

Early Alaska salmon reports were not particularly stimulating, but information available at presstime was necessarily too early and scattered to be significant.

Copper River was expected to close-out its season with a pack of Sockeyes a shade greater than last year, but a long way short of the big pack of the five-year cycle season of 1952.

Peninsula fishing was sketchy to presstime.

Puget Yields Few Fish To Few Early Fishermen

Salmon season opening on Puget Sound found few fishermen interested in wetting a net—and those who did took little. This was not surprising, and observers did not expect general fishing before the first of July.

With some reason to expect a good Early Stuart run of Sockeyes, activity may develop a shade earlier than usual this year. The fleet pressures certainly will be high.

Operating costs on the Sound will rise this season as result of the wage settlement on tendermen and cannery workers. The former get a flat \$15 per month increase, for the Pink season only, effective August 15 and thereafter; while the cannery labor wage scale calls for an across-the-board increase of 7.5c per hour.

Southern California Domestic Tuna Deliveries

Cumulative totals for 1957 through June 20, in tons, as reported by U.S. Market News Service.

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito and Yellowtail	Total
Clippers and Albacore fleet	224		14,898	29,167	46	44,335
Curse Seiners		118	948	12,907		13,973
otal 1957 through June 20	224	118	15,846	42,074	46	58,308
otal 1956	180	1,061	25,283	45,827	41	72,392
otal 1955		681	25,297	21,919		47,897

Tuna Price Commitments Withdrawn at San Pedro

Van Camp Sea Food Co., Inc., and Star-Kist Foods, Inc., in June withdrew their commitments to buy tuna at \$270 per ton for Yellowfin and \$230 for Skipjack. Other firms followed at once.

At press time no price agreement had been reached between the various fishermen's associations and tuna packers. The price for Albacore also remained undetermined.

Said Mason Case of the Fishermen's Co-operative Association at San Pedro, "Of our 55 boats, approximately 35 are ice-refrigerated and must be sure of unloading as soon as they bring in a load of fish. They cannot afford to lie at the docks for any length of time.

"We are releasing our boats to sail for the tuna grounds and hoping for the best that the boats will be able to sell their fish at prevailing prices and be unloaded as soon as possible."

Said a spokesman for Star-Kist Foods, Inc.: "There is no price guarantee. We are not sending the boats to sea. They go on their own initiative. We have no commitments to buy fish."

Montgomery Phister of Van Camp said that cancellation of the contract did not indicate a price reduction on tuna. "We did not cancel for that reason," he said. "San Diego has no contact, and we feel there is no reason why we should have one here."

Japanese Tunamen Accept Californians' Invitation

A meeting of representatives of the Japanese tuna industry with American operators is scheduled to be held in Los Angeles August 15 and 16, according to advices from Tokyo.

These said that President Takechiyo Matsuda of the International Tuna Society, Tokyo, was informing Charles R. Carry, executive director of the California Fish Cannery Association of the Japanese acceptance of the C.F.C.A. invitation to a meeting to discuss thoroughly tuna sales promotion in the United States through a joint undertaking.

It is expected that the Japanese delegation will include, among others, Tomohachi, director-in-chief of the Japan Export Canned Tuna Manufacturers Association; Kenkichi Nakabe, director-in-chief of the Japan Export Frozen Aquatic Products Manufacturers Association; and Mr. Masunda of the International Tuna Society.

Sacramento - San Joaquin Closed to Netting

New California legislation effectively wipes out commercial fishing on the Sacramento-San Joaquin River systems—a commercial fishery which went back to the early days of California.

The bill, signed by Governor Knight, prohibits the use of nets to take salmon and shad for commercial

purposes in any tidal waters upstream from the Carquinez bridge.

The bill will become effective September 27, thus enabling commercial fishermen to complete their present season.

Enactment of the bill banning commercial fishing for salmon and shad in the areas covered by the bill climaxes a fight which began in 1948 between "sportsmen" and commercial fishing interests.

"This bill", said the Governor as he signed the measure, "was passed by an overwhelming vote of the Legislature responding to the request of many thousands of sportsmen as well as commercial fishermen that commercial nets be banned from Suisun Bay.

"It is hoped that this will result in a greater production cycle which will make more fish available to commercial fishing in the ocean. At the same time we are assured that there will be a greater sports catch in the Delta and in the Sacramento and San Joaquin Rivers."

In recent times the catch of salmon on the river has averaged around 2,000,000-lbs. annually, with a value to fishermen of about \$500,000. From 250 to 100 two man boats were involved in the fishery, with about 300 fishermen participating on an average. In 1956 about 1,000,000-lbs. were landed on the river. The shad catch in 1955 was 478,443-lbs.

Star-Kist Disposes Of Chilean Operation

Star-Kist Foods, Inc., were reliably reported at presstime to have disposed of the fishery operations at Iquique, Chile, where it has operated for some time.

The plant there was a fully-integrated establishment, with a substantial percentage of its production being sold in the domestic market in Chile.

California Imports of Frozen Tuna

Cumulative data in tons for 1957 through June 8, and for other years to the closest comparable data. Data from U.S. Market News Service.

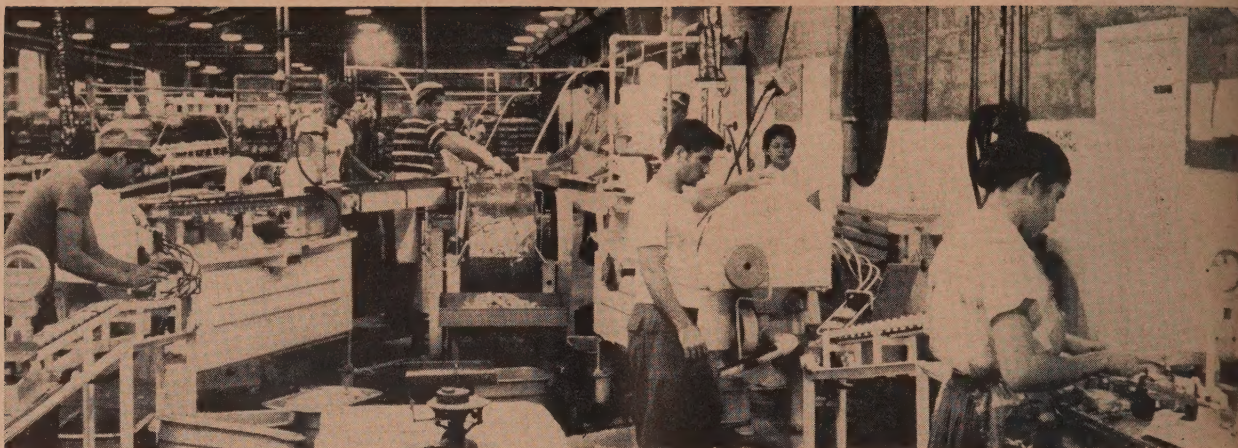
	Albacore	Skipjack	Yellowfin	Unclassified	Total
San Francisco	1,532		1,927		3,459
San Pedro	7,708	4,458	8,663		19,029
San Diego		619	709	105	1,433
Total, Jan. to June 8	9,240	5,077	9,499	105	23,921
1956	6,009	3,544	14,803	81	24,437
1955	12,993	4,388	9,958	280	27,619

Southern California Tuna Receipts

Cumulative totals for 1957 to June 20 for all deliveries from all sources. Data in tons. Previous years shown to nearest comparable dates. (Data from U.S. Market News Service)

	Albacore	Bluefin	Skipjack	Yellowfin	Bonito	Yellowtail	Total
San Pedro	8,075	118	12,501	32,521		35	*53,250
San Diego	67		8,008	17,194		14	*25,283
Total 1957 to June 20	8,142	118	20,509	49,715		49	78,533
Total 1956	5,354	1,141	27,993	55,485	2	41	90,016
Total 1955	12,233	681	28,772	29,456	17		71,250

Includes 19,928 tons of imported frozen tuna, 7,819 tons Albacore, 4,589 tons Skipjack, 7,421 tons Yellowfin. Includes 1,735 tons of imported frozen tuna, 777 tons Skipjack, 853 tons Yellowfin, 105 tons unspecified.



Two Pak-Shapers working on the delivery of loins from one stainless steel belt in the tuna cannery of the National Packing Co. in Puerto Rico. Despite supposedly cheap labor, all filling in the plant is mechanized. A feature of the Ponce operation is the remarkable degree to which waste of fish suitable for canning is eliminated. This not only has an economic aspect but also contributes to the neatness of the plant and the ease of maintaining sanitation.

Tuna Packing at Ponce—

Van Camp's Easternmost Outpost in Puerto Rico

● American tuna canning today stands on a broader base by virtue of the Puerto Rican operations of the National Packing Co. at Ponce, P.R., on the south coast of that commonwealth of the United States on the windward rim of the Caribbean.

There the Van Camp Sea Food Co., through its wholly-owned subsidiary National Packing Co., operates the most easterly tuna cannery under the

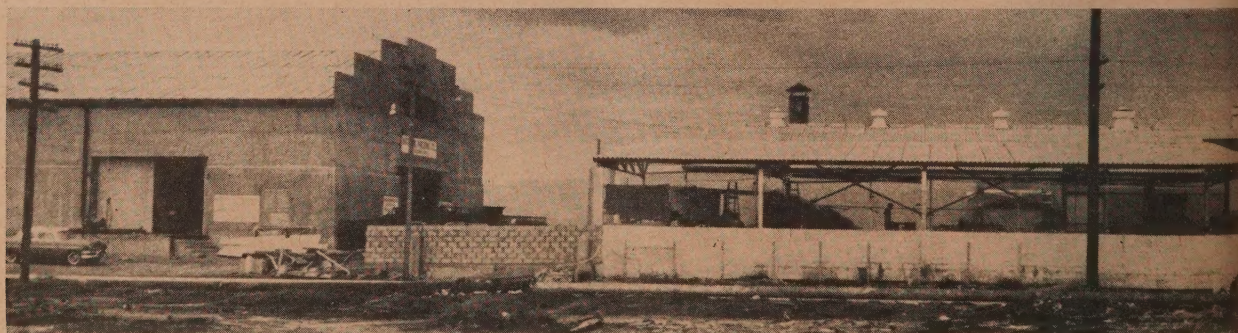
American flag, complementing in effect the most westerly American tuna venture, that of the Van Camp Company in American Samoa.

Thus from its Los Angeles - San Diego axis in Southern California, Van Camp's tuna-packing activities extend through more than 100° of latitude, almost one-third of the way around the world.

Today at the eastern extremity of

that arc the National Packing Co. operations are being broadened and built-up, giving them size and character of note in the growth industry which is American tuna packing.

The plant was built in 1953 as a subsidiary of the South Pacific Canning Co. of Long Beach, Calif., and purchased in 1956 by the Van Camp company, which almost immediately undertook the program of enlarge-



Fish Preparation at Ponce centers in the open structure on the right in this half of the panoramic picture of Ponce. At the left is seen a portion of the modern warehouse. Cannery building is behind the fish house. The modern marine terminal facilities of the Port of Ponce are located a short distance behind the cannery warehouse as viewed in this picture. There tuna vessels are unloaded, and there cargo shipments of finished products are made. Ponce is the second city in P. R.

ment and improvement which will continue through much of 1957.

Why Puerto Rico?

► Inevitable in any discussion of the extension of Pacific tuna canning operations into the Atlantic Basin are the queries:

What are the considerations?

Why Puerto Rico?

Is it a trend?

In their response, Van Camp officials make these points:

► *Service to the Fleet*—By virtue of its strategic location, Puerto Rico is much closer to some of the important Pacific tuna fishing areas than is Southern California. From some tuna banks, clippers can run to Puerto Rico in half the time required to reach San Diego, even when allowance is made for passing through the Panama Canal. This saving in time obviously lessens as the fish are taken further from the Gulf of Panama; and eventually is cancelled out.

Another, and somewhat long-range advantage from the standpoint of the fleet, is the possibility (discussed more fully below) that the Atlantic and Caribbean tuna fisheries may eventually be developed to the point where they will be attractive to Pacific fishermen with their big clippers, experience and know-how.

► *American Development*—The Puerto Rican operation is based on fish taken in the Pacific, which are canned in an American insular possession in whose economic and social development the United States is vitally concerned. Puerto Rico as yet has no local fishery of its own, but Puerto Ricans are proving themselves easily adaptable to food packing, and to fishing also—although only a relatively small number of them have as yet earned berths on the clippers serving Ponce. In any case, all who



Pre-Cooked Tuna Loins thawing in paper-lined wire baskets preparatory to packing. The loins in the racks on the left are ready for canning and will be transferred to the stainless steel belt, shown in the lower right, which will carry them to the Carruthers Pak-Shapers which fill the cans. The belt at the right is heavily loaded because its loins will be divided between two of the filling machines.

do are American citizens, fishing on American vessels; and the canning operation they support serves to contribute to the industrial development and economic well-being of the United States' major outpost in the Atlantic.

► *Strategic Potential*—While the National Packing operations at Puerto Rico are based upon a supply of Pacific-caught fish delivered to the plant by a fleet averaging 10 clippers in active service, its location puts it in position to utilize other sources—current and prospective.

Close to the routes of inter-ocean

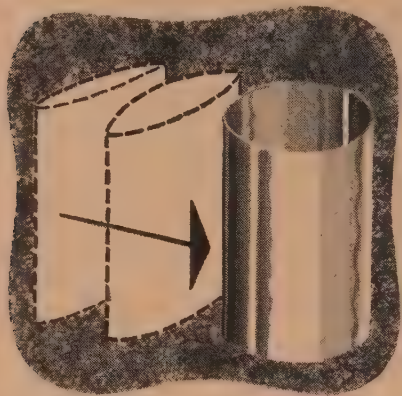
steamers from both the Orient and South America, Ponce can derive reserve supplies of frozen tuna from those producing areas at extremely favorable freight rates. Primary reliance is placed upon fish delivered by its fleet of American clippers. Frozen imports serve this plant, as they do virtually all others in the business, as a supplementary source and a means of assuring maintenance of packing operations at an economically optimum level protected against fluctuations in supply due to weather and fishing fortune.

Finally, Puerto Rico is situated strategically in an area which may



Low Cold Storage structure with its overhead loading system stands out in the middle of this half of the Ponce plant panorama. Battery of tuna cookers at the left. Tall, dark structures at the right end of the cold storage are the tanks for bulk storage of canning oil. At the extreme left are the processing retorts. Note that the batteries of cookers and retorts both are in the open air, an important contribution to personal comfort under tropical operating conditions met in Puerto Rico.

CANNERS' CORNER

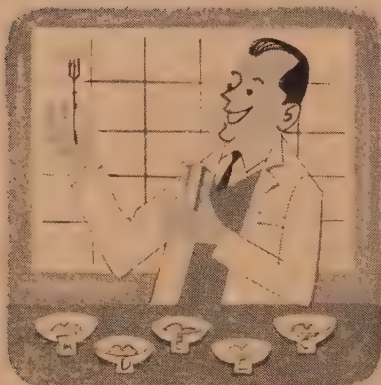


Q. Who developed the collapsed can?

A. Canco, of course—to make possible economical shipment of cans to Alaskan salmon canneries!

Q. What has Canco done to promote fish as a major food source?

A. Canco laboratories have publicized excellent nutritive values of canned mackerel, salmon, sardines in oil and in tomato sauce, shrimp, tuna, many others.



Q. Does American Can Company ever work with customers on special projects?

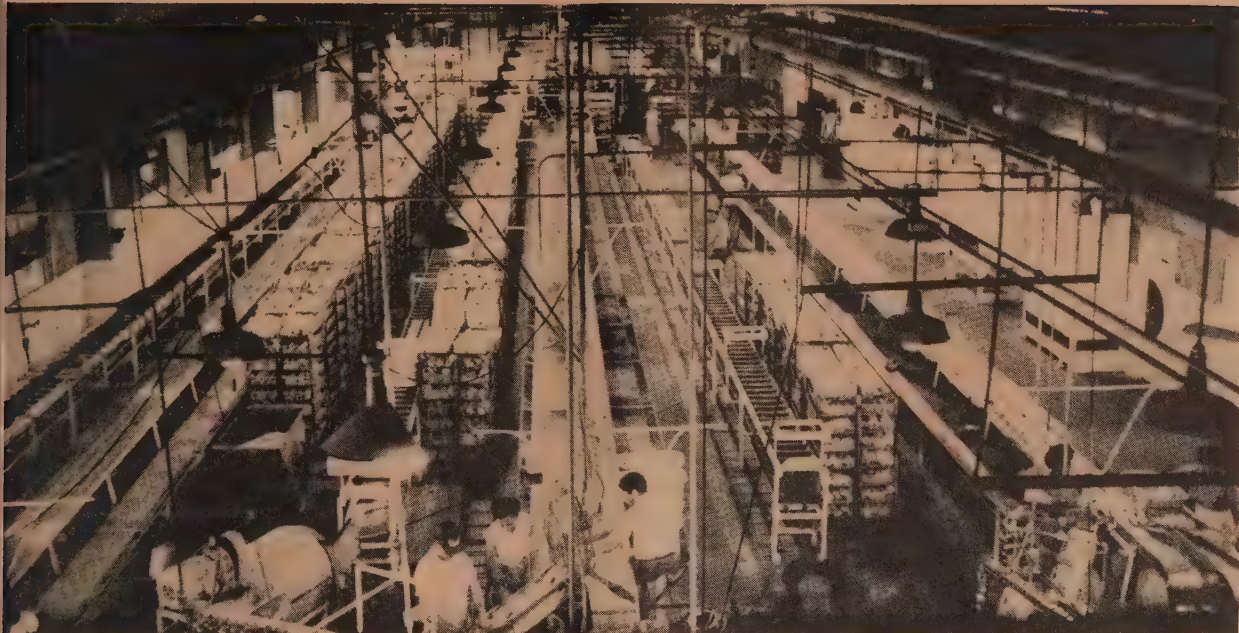
A. Frequently! For example, Canco helped to develop formulas for fish and clam chowders, oyster stew, fish cakes and other specialty products.



AMERICAN CAN COMPANY



NEW YORK
CHICAGO
SAN FRANCISCO



Three Tuna Lines were running full blast at Ponce when this wide-angle photo was taken. Note the absence of a cleaning crew, as frozen pre-poked loins were being worked. Stainless steel belt in precise center of the photo was delivering to one Pak-Shaper, while the heavy load on the belt at the right was being divided between two such Carruthers machines.

possibly become productive of tuna in the future. The tuna possibilities of the Caribbean have not yet been fully tested, although the U.S. Fish and Wildlife Service explorations have demonstrated latent possibilities; and a Japanese vessel fishing under an arrangement with the government of Venezuela is said to have found excellent fishing.

Further, the Japanese are understood to have had no trouble in taking full loads off the north coast of Brazil.

Again, along the African coast the French and Japanese fishermen are finding excellent fishing in waters which are closer to Puerto Rico than Panama is to Southern California.

These are latent fisheries, but one day they may be of interest to American fishermen. If that day comes, Puerto Rico will be perhaps the closest point where the fish can be landed and packed on American soil, and thus free of import duty.

• **Taxes, Tariff and Labor**—These are three points bearing on costs rather than fish supply. In the first place, Puerto Rico is American soil and tuna canned there enters the United States without paying duty.

To encourage industrial development of Puerto Rico with its large population and relatively lean natural resources, the United States has granted Puerto Rico commonwealth status as distinct from that of a state or territory. As a commonwealth it is legally possible to provide tax benefits frankly designed to attract industries to the island.

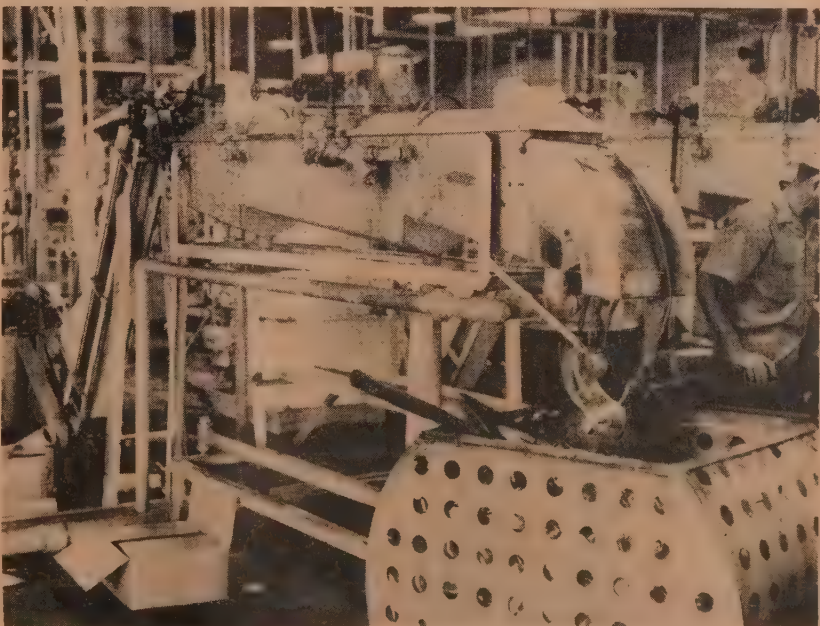
Thus, where a business is estab-

lished in Puerto Rico—as distinct from one which has moved there from the United States—profits for a period of 10 years are exempt from U.S. income tax *so long as they are employed to amortize the investment* in the industry, or plowed-back into its development. Profits paid-out as dividends during this 10-year period are subject to normal corporation and personal income taxes.

Wage scales on the island are low; but not as low as many persons im-

agine. Puerto Ricans individually are deft and quick to learn, with a tradition of careful workmanship, as evidenced by the generations that Puerto Rico has been famous for embroidery and fine needlework. This is a long way from fish canning, true; but it is indicative of the background traits of Puerto Ricans.

They prove readily adaptable to the specialized requirements of cannery work, and interested in meeting standards of product quality in all respects.

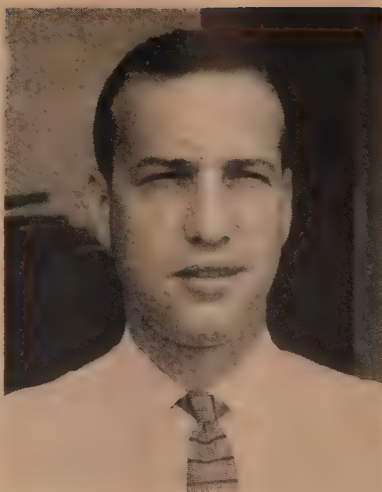


Effective Can Washing is accomplished in this three-stage Van Camp system in spite of its compactness. Note the three divisions of the washer, where the cans successively are given a rinse, detergent washing, and hot water rinse before being discharged to the retort processing baskets.

Left—Richard Martinson, manager of the National Packing Co., Ponce, P. R.

Right—Harold Morgan Jr., assistant manager of the National Packing Co.

Can Handling at Ponce is by these Albertoli units. In the lower photo the scrambled cans are being righted and delivered at conveyor demand to the elevator and distribution system shown in the upper picture.



Living costs in Puerto Rico are high, particularly for the salaried staff personnel; and they tend to increase at all levels.

• *These are the answers* of Van Camp to the first two questions: "What are the considerations?" And: "Why Puerto Rico?"

The third query: "Is it a trend?", is not subject to definite reply. Each thoughtful reader must answer it for himself out of the above responses and his knowledge of the tuna fisheries and of American fishermen and the operators they supply.

Already there are signs that others are interested.

Interested in Puerto Rico? Yes, possibly; but not necessarily. The Virgin Islands are nearby; and some men believe that the Gulf States offer advantages which offset some of the special attractions of Puerto Rico.

In any case, at Ponce, one of the great companies of Southern California's Pacific tuna industry has extended its influence into the Atlantic and in so doing has given the American tuna fleet a broadened market, strategically placed for some of today's best fishing grounds, as well as those with great potential for tomorrow.

The Plant at Ponce

Strictly speaking, the National Packing Co. tuna cannery in Puerto Rico is situated at Playa Ponce, which is the seaport section of this city, two miles or more from the city proper, and with a separate post office.

The cannery was built there in 1953 when National was a subsidiary of South Pacific Canning Co. Immediately upon acquiring National in 1956, the Van Camp Sea Food Co. set about enlarging the operation and improving the facilities from the standpoint of the comfort and efficiency of the crew as well as to develop

a smooth flow at a productive pace.

For fish discharge and product shipping the National cannery has available the modern wharves and cargo-handling facilities of the Port of Ponce, immediately adjacent to the cannery.

The cannery building and adjoining warehouse are of concrete block construction with full-span steel roof trusses and transite roofing. Floor of course is concrete throughout. Provisions for drainage, sanitation, space-cooling, and ventilation are admirable. Among the current improvements are complete screening of the plant and the installation of fluorescent lighting throughout.

Offices are situated in one corner of the main cannery building, and the reduction plant in another, completely separate from the packing division, whose offal is delivered from reduction by a below-the-floor helical conveyor to an outside loading elevator.

Management and Program

• Manager of the National Packing Co. is Richard Martinson, formerly manager of the Van Camp operations on the Columbia River. His assistant is Harold Morgan Jr., long associated with the fishing and operating of tuna clippers, and for a number of years with the Van Camp enterprise directly. Cannery superintendent is Rolf Juhl, a Puerto Rican by birth, a marine biologist, and a former member of the staff of the Inter-American Tropical Tuna Commission.

On temporary duty at Ponce during the period of conversion of the plant to Van Camp standards was Jules Roeland, a veteran of 33 years with the Van Camp operating staff.

In the plant as originally commissioned, all operations were located within the main building. This imposed numerous problems under tropical conditions, and did not provide the space required by the larger ideas

f the Van Camp management for the Puerto Rican station.

Principal items of change and expansion at National include:

1. Construction of a 500-ton frozen fish storage unit, in addition to the existing refrigerated facilities. Special features of this improvement have unusual significance and will be dealt with in detail in later paragraphs.

2. Removal of the fish receiving, pressing and washing facilities to an open-air area outside the cannery building.

3. Removal of the fish cookers and open-air cooling division from the cannery building to an outdoor location in-line with the fish dressing space. Addition of two more cookers, making six.

4. Removal of the retorts from the building to an outdoor location, with cover only over the recording instruments. One additional retort to give a total of five.

5. Installation of an additional tuna canning line—making six—in the space which formerly housed the retorts inside the cannery building.

6. Equipment of all tuna cleaning tables with stainless steel belts for carrying fish and loins to and from the workers.

7. Provision for modern tank facilities for handling bulk soya oil for canning purposes.

Equipment and Facilities

In addition to the new frozen fish storage, with its capacity for 500 tons, there is an older compartment holding 50 tons. Further, the plant also has a cooling room where pre-cooked tuna can be taken for artificial cooling under controlled humidity during hot weather when the natural cooling rate is slow. These additional facilities are refrigerated by two large Frick compressors, a Vilter and a Kohlenberger. The new plant is chilled with a York air-blast system.

The cannery is equipped with six American Can Co. high-speed closing machines, which receive the filled cans from E. H. Carruthers Co. filling machines, three Pak-Shapers and three Pak-Formers. Of the former, there is a 1/4-lb. machine.

Cans are handled from cartons to the filling machines by a John Albertoli can system with a capacity of 800 cans per minute. Cans are altered at the closing machines by electrically-heated salters, especially important under tropical humidity conditions. They are manufactured by Wayneco Manufacturing Co., San Diego.

Vegetable oil is added to the cans at 220° F. As this high temperature is relied upon to establish the vacuum



One of Six Carruthers filling machines which handle all packing at Ponce. Note at the lower right the discharge of waste from the filling operation to the circular vibrating screen for de-watering. Elimination of waste is an outstanding feature of the National Packing Co. tuna canning operation at Ponce.



Open Air Retorts process the tuna packed at Ponce, and do it under instrument control as precise and adequate as in any tuna cannery. Bulk storage tanks for soya canning oil are in the right rear. Moving the retorts outside the cannery building was one of the changes made in the cannery under Van Camp ownership. This alteration not only gained space for an enlarged cannery operation but also made an important contribution to the comfort of the plant workers.

in the product, its maintenance is a matter of special importance. Taylor temperature-regulating thermocouples operate steam valves which maintain the canning oil at precisely the correct temperature as it enters the cans.

Where vegetable broth is employed, it is prepared in steam-jacketed stainless steel kettles manufactured by Groen Manufacturing Co., Chicago.

Each retort basket carries a control tab manufactured by the Cannery Controls Co., Terminal Island, Calif., which changes color from lavender to green under the heat of cooking. This makes it impossible for a basket to escape retorting and reach the warehouse unprocessed.

The reduction plant is equipped with a Standard Steel Works unit with an indirect heat drier in an L-shaped lay-out.

The warehouse is modernly equipped with Clark fork trucks and

Standard-Knapp retort basket dump, caser and case-sealer.

Cannery water and electric power are derived from the Ponce city system. Both are barely adequate, but construction now under way promises to correct this condition within a short time.

Cans at present are received from the American Can Co. plant at Baltimore, but soon will be drawn from the new factory which the American Can Co. is building at San Juan, P.R. Cans used carry the new tuna-type inside enamel and also a new type of can end devised for tropical service with an additional concave ring and the new contour for the outer convex ring, giving the can end greater stiffness.

Canning Process

- National Packing's Ponce plant is planned for the efficient handling of

B.F. Goodrich



3200 Spongex floats do the work of 7000 conventional floats on this 9 ton net

3000 Spongex Floats celebrate their 5th birthday

After 5 seasons' experience with over 3000 Spongex seine floats, Capt. C. H. Clark, fishing supervisor for Nelson Bros. Fisheries, Vancouver, B. C. and captain of their 122 ton flagship "Western Producer", says,

"I'm convinced Spongex floats are a major improvement over what we've had in the past. The floats on my net have been in service for five seasons and they look practically new. With conventional floats, I'd have started on the third set by now. Furthermore, corks absorb water, lose buoyancy—take valuable time to dry out. This doesn't happen with Spongex floats—they absorb virtually no water at all.

"Another real advantage is a 1500 lb. reduction in total weight. This means lighter work for the crew and with the net carried on the stern a difference of about 5 tons in capacity of any bulk fish."



As fishing supervisor, Capt. Clark says, "Ultimately the entire fleet will be equipped with Spongex floats."



Since the oval floats have been in service, B. F. Goodrich has developed a cylindrical shaped float in 12 sizes from 3" x 1½" to 6" x 7½". Generally, these floats are believed to be even better than the original ones.

For more information write B. F. Goodrich Sponge Products, a division of The B. F. Goodrich Company, 345 Derby Place, Shelton, Connecticut.

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SPONGE PRODUCTS



Left—Jules Roeland, veteran Van Camp canneryman, on temporary duty at Ponce in 1957.
Right—Harry Scheman, fish crew foreman at National Packing Co.

Above, right—High-Speed American Can Co. closing machines seaming the cans from three of the six mechanized tuna lines in the National Packing plant at Ponce.



na from the various sources of supply, and in various conditions. For example, the primary source fish is the fleet of about 10 active pperers serving the plant. At time writing these included:

Royal Pacific, Katie Lou, Intrepid, a Magic, Western Ace (currently ing overhauled in Tacoma), *Chicken the Sea, American Beauty, White ar, American Queen, Western King.*

Fish discharged from clippers in ozen condition may be divided into ree channels: 1, held in air for frosting and immediate canning; held in the chill room for gradual frosting and later canning; 3, run rect to either of the two cold stores for refrigeration in frozen con- tion until needed.

At the time the plant was visited it as running on Albacore loins, pre-oked and frozen. All that was necessary was to remove the loins from e cases and place the heavily glazed ozen fish in kraft paper-lined wire

baskets on wheeled racks to thaw. This was usually accomplished overnight, when the loins were transferred to the stainless steel belts serving the Carruthers machines.

Under conditions existing when frozen pre-cooked loins are handled, it is possible to load the steel belts heavily and then to divide the loins from a single belt between two Pak-Shapers.

Waste-Saving

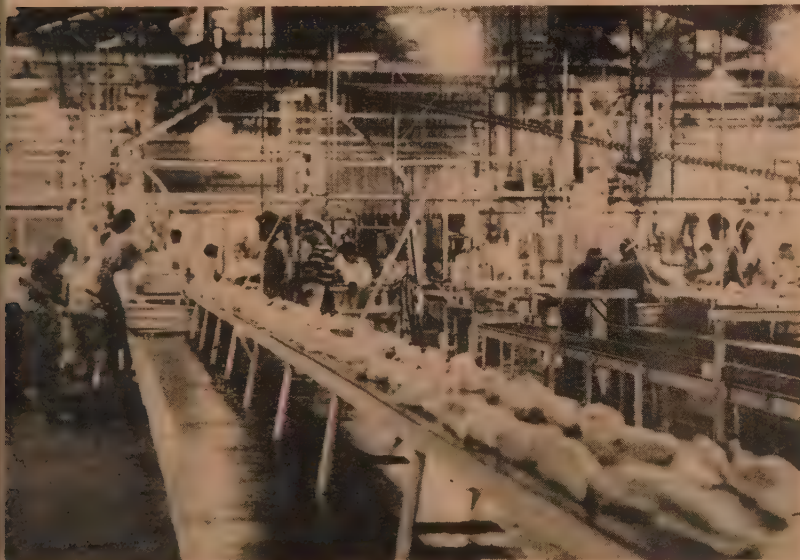
● To one accustomed to visiting fish canneries over a wide range in size, in type and geographic extent, the degree to which waste of fish has been reduced at Ponce is one of the National plant's outstanding characteristics. The pre-cooked loins on which the plant was running when visited perhaps contributed in substantial degree to this accomplishment, but planning on the part of management and care applied by plant personnel were the primary factors.

Helping in this are Van Camp devices installed at each Carruthers machine. These are small circular vibrating screens to which the water from the Pak-Shapers is directed. Vibration of the screen de-waters the flakes carried from the Carruthers machine. Circular motion of the screen piles the flakes around its outer edge until their accumulation presses them through a port from which they drop into an aluminum pan for subsequent addition to the flake pack.

This equipment, plus the general program of waste-saving, makes a minor but worth-while addition to the daily pack; while it also reduces the clean-up task following the run.

Cold Storage Innovation

● Special features of the new refrigeration facilities at National Packing call for some discussion.



na Preparation normally takes place at these tables, but when photographed the cannery was erating on Albacore loins which had previously been pre-cooked, cleaned and made ready for e can, so that all that was necessary was to put them on this stainless steel belt and route em to the Carruthers Pak-Shapers which fill the cans. The plant has three Pak-Shapers for lid-pack tuna and three Pak-Formers for filling cans with chunk-style tuna.



Overhead Loading

facilities of the new cold storage are shown in the lower photo. Note the monorail above from which electric hoists lower fish buggies through the hatch-like openings in to the refrigerated compartments below.

Intelligent Inspection

is a part of the process at Ponce and these keen, quick Puerto Ricans check every can as it comes from one of the filling machines. National Packing finds Puerto Ricans learn quickly and are happy, willing workers.

The structure, which is erected outside the cannery building in the area between the cookers and the retorts, is a thoroughly modern cork-insulated concrete box. Beside the main door, the only openings are in the roof.

The entire structure is surmounted by an oval monorail track supported on steel pipe posts. In the roof immediately below the monorail track are 10 hatch-like openings. As a matter of fact, these are insulated hatches resembling in fact and in function a tuna clipper's deck hatches giving access to the refrigerated cargo wells

below. They serve a similar purpose in the Ponce storage, save that the hatches provide access to dry-storage bins instead of wells.

Frozen tuna received at Ponce, whether it be delivered by the fishing vessel itself; as whole fish imported by steamer; or pre-cooked loins packed in cases, is brought to the cold storage in buggies towed by a small tractor. These buggies are spotted at the front of the cold storage building, below the overhang of the monorail.

There they are picked up by Meteor electric hoists, of which there are two running on the oval track. The hoists

are spotted above hatches, through which the buggies are lowered into the 10 vertical compartments below. There crews of men unload the buggies, piling the fish in the compartment to a depth of 3'. Floor boards are placed across the compartments at 3' vertical intervals to (1) prevent damage to the fish by the weight, and (2) to assure circulation of refrigerated air through the mass.

Loading of the compartment then continues to the full height of the cold storage room. The compartments have removable front walls and are unloaded by placing their contents from any level in buggies which are removed and carried by fork trucks.

Refrigeration of the cold storage is of the circulating air type, York design, and served by a York 7½ by 7¼ compressor. Air passing through the heat-exchanger unit under the impulse of fans is delivered by ducts to a number of points just under the insulated roof.

As the structure is opened only at the top during the process of loading, loss of refrigerating effect is reduced at the critical time. The structure is designed specifically for holding fish for subsequent canning, and reflects the experience of many years in this particular field of fish refrigeration.

Personnel Points

● National Packing today is a modern tuna cannery, conforming with Van Camp standards for a tropical operation, and incorporating ideas which have grown through many years of packing tuna.

The experienced observer will be aware at once that the operation employs labor-saving mechanization in a large degree—and this may appear surprising in a country where cheap labor is supposed to be a matter of special inducement to manufacturers. Fundamentally, National is as fully mechanized as virtually any tuna cannery in the United States. Can filling is done entirely by machines. Fish and loins are handled by conveyors.

In short, the National cannery operation as it stands today is concrete evidence that Puerto Rican labor is not as cheap as usually supposed, and that this factor is a minor consideration in rendering the island attractive to tuna packing.

At National, Puerto Ricans are proving excellent material for fish canning employment. They are rated intelligent—although many are illiterate; quick to learn; anxious to work; and altogether good-natured.

This is American labor, and on it is depending today the most easterly expansion of American tuna canning, traditionally a Pacific industry, now reaching out into other oceans.



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PACIFIC fisherman's NEWS



First Albacore Show Close-In and Not Far South of Coronado I.

With this season's price for Albacore still undetermined at press time, with an inventory of a half-million fishes on hand and with the fish proving elusive as usual, Southern California fishermen were showing reluctance to rush out and start fishing for Longfins. About 25 boats were reported on the grounds at presstime.

Although Albacore have been taken for some days off the south coast of Coronado Island, few fish have yet reached the canneries. Van Camp's plant in San Diego had received only six Albacore to the time this was written. Star-Kist had done considerably better, with about 3,500 lbs. received.

Among California boats on the Albacore grounds, the *Billie B.* appeared to be high boat, with 300 fish reported aboard. At the same time it was reported that the Kettenburg K-38 boats were doing well, each having taken 150 to 200 Albacore by jig fishing.

According to latest information, the fish are closer-in than in previous years. Most of the first fish caught were taken about 50 miles south of Coronado Island. In past years the first run has been taken off Guadalupe Island.

Elusive and unpredictable, Albacore are where you find them, although present research indicates that they tend to follow warm ocean cur-

rents. The industry once went 11 years, from 1931 to 1942, without seeing an Albacore.

Southern California expects to see a large number of boats from Washington and Oregon. As this is written, 14 boats had reached San Diego from the north and as many more were reported enroute.

Among Seattle trollers and halibuters already in San Diego were the *Norge*, *Harold J.*, *Sea Bee*, *Ardie*, *Daybreak*, *Sea Mate*, *Alf*, *Valor III*, *Paloma*, *Nancy Jean*, *Visit* and *Marilyn Gail*. The *Elfin* of Hoquiam and the *Irene H.* of Astoria also were out-fitting there for the Albacore season.

Ketchikan Boat Harbor Work Starts This Year

Construction work on a fishing boat basin capable of providing moorage and protection for more than 600 fishing craft at Bar Point, Ketchikan, will get under way this summer.

The entire Bar Point project will cost \$2,035,000, with \$375,000 appropriated for the initial year of construction.

Long Gear Won't Fish Long

Revocation of licenses is made mandatory in cases where Washington fishing gear is found too long, deep, or otherwise in violation of a new law passed this year by the Washington state legislature.

men—42c large, 34c for medium, and 30c small—dressed.

Black cod is bringing 16c for large fish, dressed, to the fishermen.

Mr. Cavalini reported little interest in crabs.

Dragging activity was steady out of Noyo Harbor with about eight draggers plying out of that port.

21-DAY LOCAL HALIBUT SEASON GENERALLY POOR

● Halibut fishing ran to its close in Area 2 June 17 with no really bright spots, and that's particularly true in the southern portion of Hecate Strait, where June experience was as bleak as March weather.

Second round in those waters failed to produce any improvement you could really get your hands on. True, fresh bait seemed to help, and the weather was better; but halibut just weren't there in the numbers which characterized Goose Island ground a few years back.

The possibility of a later pick-up due to a hoped-for arrival of late-comers just didn't come to pass.

● Fishing season in Area 2 was two or three days shorter than in 1956—due to the greater quantity of gear run, and not to greater abundance of fish.

Figure it this way: in 1956 the season's elapsed time was 38 days, of which the average boat lay in port 14, giving 24 fishing days.

This year the U. S. fleet's season ran 47 days and the B. C. fleet had an elapsed period of 44 days after fishing started. If the Canadian fleet took half the fish it's fair to call the elapsed period of the season 45 days, of which the average boat voluntarily tied-up 24 days, giving 21 days of fishing.

● Area 3 operations continued favorable through the second round of trips, and at presstime it was apparent that the season would be a rather short one,

Early Salmon Trolling Black at Fort Bragg

Salmon fishing was poor out of Fort Bragg last month, according to Louis Cavalini, manager of the A. Galadini, Inc., branch at Noyo Harbor. The reason was stormy weather. Salmon is bringing to the fisher-

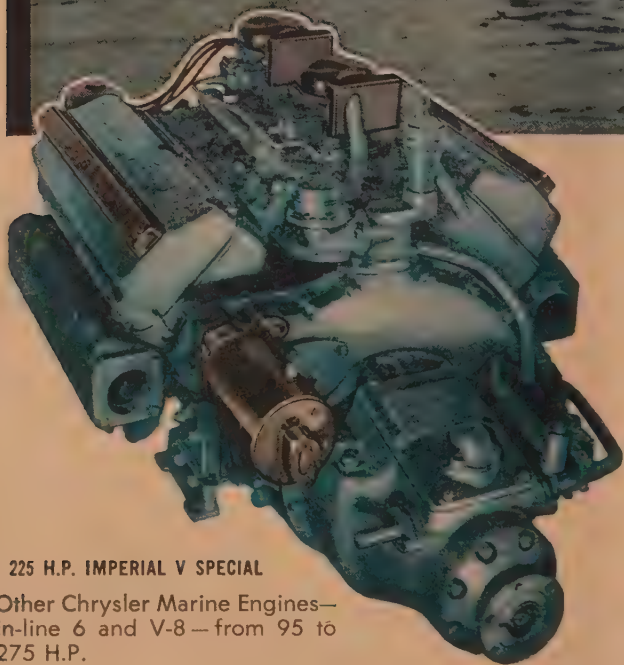
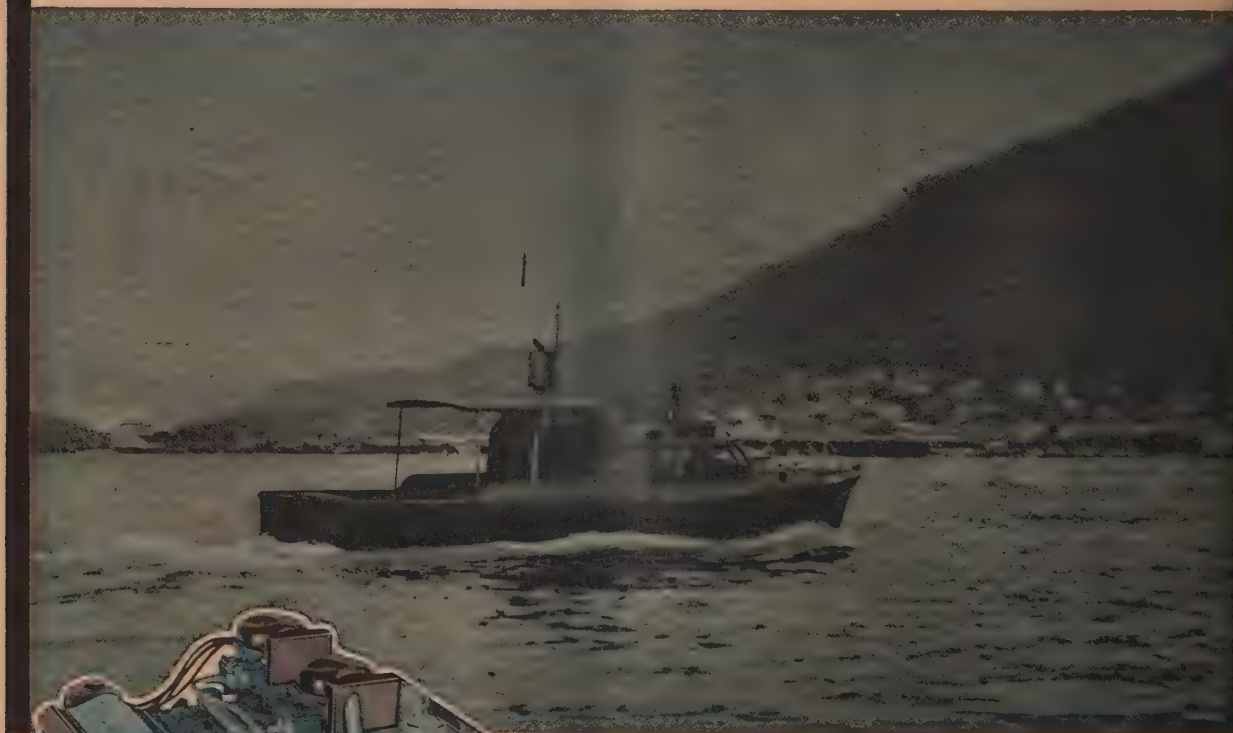
Sig Sivertsen Drowned

Capt. Sig Sivertsen, skipper of the Seattle halibut vessel *Betty Jane*, was drowned at Bellingham in May, apparently in falling overboard as he attempted to board his boat at night. He was reported missing May 13 and about the end of the month his body was recovered.

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In view of heavy fishing effort and good availability.

One feature of the second trips was sharp shift of vessels to Trinity Bank off the southwesterly corner of Kodiak Island, and also into Shelikof Strait, which some fishermen said came at times to look like Goose Island water, or the Lake Washington Canal during outfitting time. The shift to Trinity came earlier than usual—and paid off. Many boats had 12,000-lb. days, and scarcely a log but showed live figures on some days.

Part of this was ascribed by some observers to the use of the "local gear," which has now become quite general in Area 3. Where originally Area 3 gear was almost wholly 6-line, with 13' hook spacing, to give 120

hooks to the skate; and then later shifted to 5-line, 13 hooks, total 100; today the boats are using 18' space between gangions to give 84 hooks to the skate.

● Pricewise, the market in Seattle settled to a shade-above-20c level by the time the second round from Area 3 started to come in and it was anticipated that—barring fluctuations from sharp swings in rate of deliveries—the stability would hold.

● Whether the Westward inducements in the special seasons will attract a substantial operation this season was anybody's guess as Area 2 closed.

Prospect for Albacore would have a lot to do with it; and so would Albacore prices;

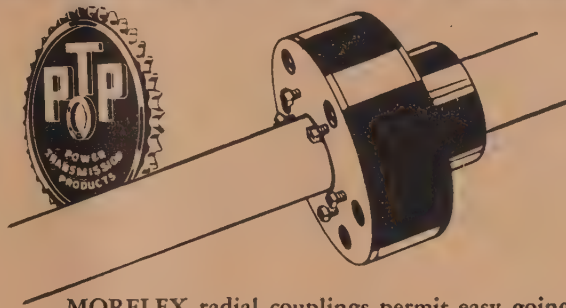
And so would halibut prices, for all of that.

No tagging has been done through Unimak Pass this year, but a lot of tags were put on there last year, when Capt. Arne Einmo put the research-

chartered schooner *Polaris* on the hottest spot a halibut vessel ever found, taking 24,000 lbs. in the best day, and approaching that figure on several other days.

It's going to be interesting to see the degree to which the *Polaris* Spot will attract the venturesome this summer during the special seasons provided for the Westward grounds. The International Pacific Halibut Commission is giving the vessels every encouragement to fish it and is providing anyone interested with location, bearings, soundings, and all data which should help in fishing it. The commission feels justified in doing this because the ground was discovered by the *Polaris* while she was operating on a research charter to the commission. Where a discovery of value is made in connection with a vessel's regular commercial operations, the commission considers all reports of the fact as strictly confidential and not for general dissemination.

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no carbon build-up, no sludge or deposits of any kind. We are thoroughly satisfied with the performance of RPM DELO Oil." Main engine of the 86-ft. Endeavor is a 250-hp Enterprise diesel.



MV Endeavor, carries crew of 12, stays out as long as 90 days on fishing trips into Mexican waters...goes as far South as Peru: She has capacity for catches of 110 tons of tuna, 150 tons of sardines or mackerel. Auxiliary power for refrigeration is supplied by a Caterpillar engine which also uses RPM DELO Oil.

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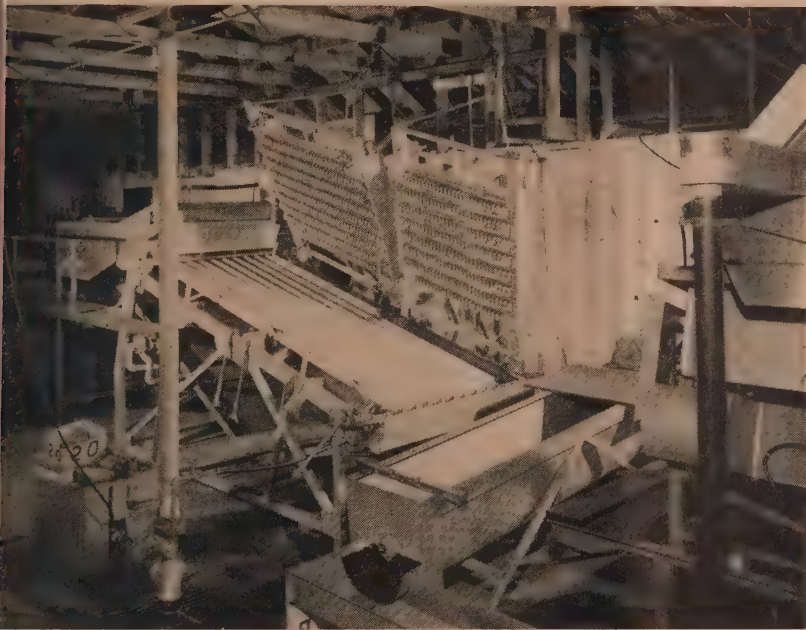
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SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE



Shrimp Peeler installed in the Westport, Wash., plant of Kaakinen Fish Co., with part of the bill case raised to reveal the rolls which do the job. A second machine manufactured by the Peelers Company of New Orleans has been ordered for the Westport plant, whose capacity will be doubled by its installation.

Westport Shrimping Rockets Above 250,000 Lbs. in May

Landings of pink shrimp from the newly developed fishery off Westport, Wash., increased sharply in May and production exceeded the 500,000-pound mark for the year. With the addition of several new trawlers to the fleet, over 250,000 pounds were recorded as having been landed in May alone.

Two old-time trawlers, *Shirley Lee*, recently out of Seattle, and the *Valhalla II* out of Astoria have joined the expanding fishery. Several trips exceeding 30,000 pounds for two days trawling were made and one trip of 60,000 pounds was reported. The present rate of exploration may place Westport first as a West Coast shrimp port and send Washington into the lead in pounds of shrimp landed for a Pacific Coast state.

The *Mylark* skippered by her owner, Chet Petersen, is expected to join the fleet in the latter part of June.

The University of Washington research trawler *Commando* was chartered to the Washington Department of Fisheries in June for tagging operations off the Washington coast. Two weeks were spent tagging Pacific true cod in the waters between Cape Flattery and Destruction Island. Red and yellow plastic spaghetti tags were used on some 500 fish. Little is known concerning the movements of Pacific true cod. The investigators hope returned tags will shed more light of the migratory habits of this species, and request fishermen to keep a sharp eye out for tags on their true cod.

New Telemeter Tells Midwater Trawl's Depth

The exploratory fishing vessel *John N. Cobb* has recently tested a new telemeter device which relates directly to the wheel house the depth at

which a midwater trawl is fishing. According to Donald E. Powell, chief of the gear development section, the telemeter is of small size and easily attached ahead of the trawl door. Special trawl cables were built for the instrument, with electric conductors in the core. The wire was made by U. S. Steel Corporation to specifications of the U. S. Fish and Wildlife Service.

First test indicates the wire and instrument are working excellently and good accuracy is reported for the new telemetering device. A short set recently made off Umatilla with the midwater trawl using the telemeter caught close to 20,000 lbs. of hake.

Random Reports Relayed From Research Vessels

Bits of information of unofficial character relayed from some of the research vessels working widely over the North Pacific as summer opened included:

Pioneer—lost entire set of gill nets on first set after encountering a heavy gale south of the Aleutian Chain.

Mitkof—Crab studies reported to be going well and Fred Cleaver, biologist in charge of the King Crab studies, will join the vessel soon.

Tordenskjold since the middle of May has been carrying out bottom exploration of the off-shore grounds north of Dixon Entrance under contract with the Fish and Wildlife Service's North Pacific Fisheries Exploration and Gear Research project in Seattle. Fishing with standard commercial otter trawls, *Tordenskjold* caught Pacific Ocean Perch in amounts ranging from 500 to 5,000 lbs. per hour near the 100-fathom curve from Forrester Island to Coronation Island. Although considerable had bottom was encountered in this area, the vessel has found a number of clear tows which produced excellent Ocean Perch fishing, some flatfish, and several species of scrap fish, including turbot, ratfish and pollock. Fair catches of other types of rockfish besides Ocean Perch have also been made.

Good signs of pink and side-stripe shrimp were found on some of the drags with the fish trawls, and the vessel will change over to a Gulf of Mexico-type shrimp trawl to attempt to get a better picture of the shrimp possibilities.

After completing approximately six-weeks' exploration off Southeastern Alaska, the *Tordenskjold* will change its area of operation after July 4 to waters south of the Alaska Peninsula and the eastern Aleutian Islands, between the Shumagin Islands and Umnak Island, where bottom exploration will be continued for King crab and bottom fish.

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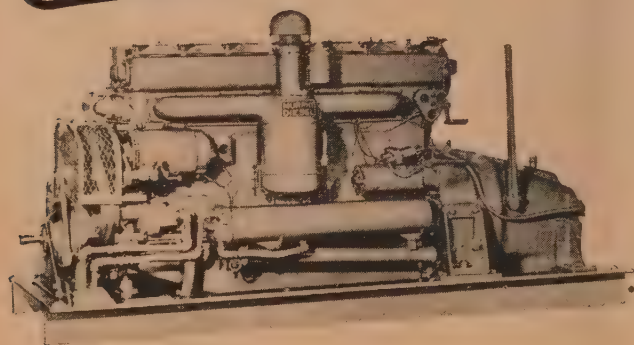
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3748

Troll Salmon Pricing Tied To Central Auctions After June Fishing Interruption

Troll salmon fishing and pricing recovered stability all along the Pacific coast late in June, after being badly rocked shortly before the middle of that month by price declines, followed by some widespread fishing tie-ups.

Out of it all came a strengthened tendency to tie prices at out-ports to an established differential under those paid at central spots such as Seattle and San Francisco.

Quick conclusion of the controversies was particularly welcome to the fishermen and the trade also, as they came at a time when there was good fishing at some points, notably Neah Bay—and when lost time was just opportunity.

The tie-ups in Oregon involved the southern coast from Coos Bay to Newport, including all the resident boats. They followed quick on the buyers' action of dropping the price for large salmon to 36c June 10. It had been 5c when the season opened April 15.

After a tie-up of about five days, a meeting at Winchester Bay finally reached agreement with the dealers by which the price in the area involved would be tied to the Fishermen's Cooperative Exchange price in Seattle for the same day, being 5c per lb. for each grade under the FCA board price.

- Northern California fishermen also were involved in a brief flurry in contest over pricing, but came to a conclusion which established a 2c differential for northern ports under the prices paid at San Francisco, Bodega Bay and Fort Bragg. At the time of the settlement, the prices at these base ports were: 42, 34, and 30c; with 2c less for each grade paid at Eureka and Crescent City.

- Neah Bay fishing during May and June was "very good" by the direct testimony of the men who engaged in it—and when a fisherman subscribes

publicly to such a report you may be sure it was very good.

Westport took a licking, however; and that wholly because of the month-late opening of spring fishing, the period when the Westporters get a good start. There were some deliveries at Westport in June, but in great part they represented fish taken down the Oregon coast.

West Coast of Vancouver Island in May and June experienced a fall-off from the very fine fishing of the early season, when the Canadians were able to fish while Americans were tied-up.

Southeast Alaska again failed to come-up to the kind of early season fishing which made that area Mecca for spring trollers a few years back. Landings were light and this supported a 41c price for large reds, with 28 for medium, 20 for smalls and 29 for whites at most points.

- Marketwise, the 1957 season to mid-year was quite satisfactory, in spite of prices which scared the trade. However, buyers continued to clamor even at the figures quoted and the fresh trade took the landings actively.

Mild curing was something else, and the export trade which had been building up a little simply couldn't continue to buy.

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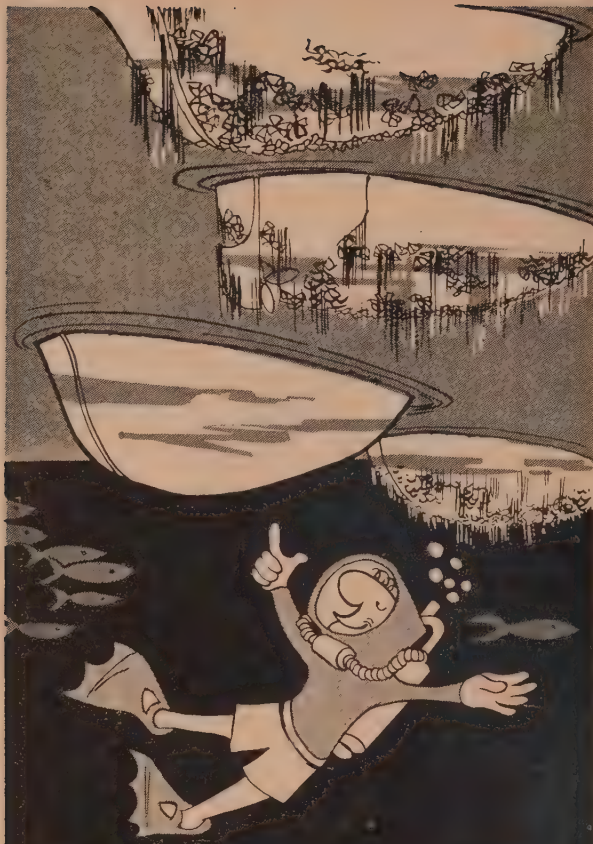
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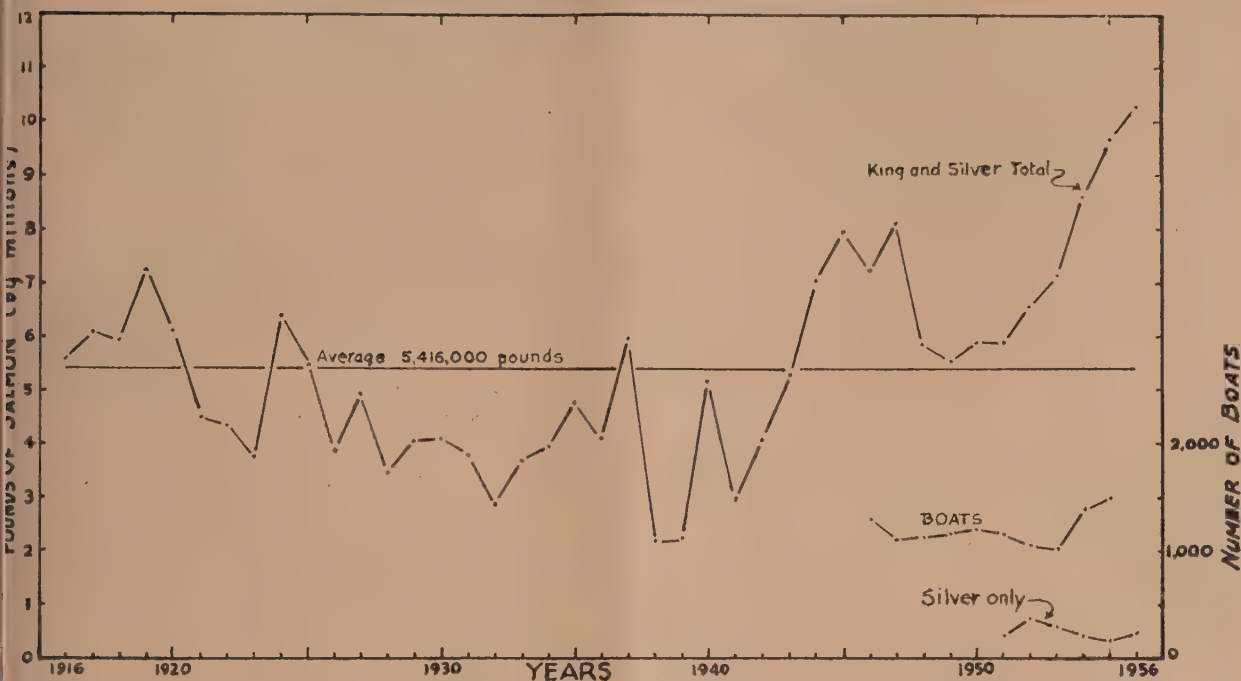
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CALIFORNIA COMMERCIAL OCEAN TROLL SALMON FISHERY, 1916-56



California's Up-Surge in Salmon

California commercial troll salmon landings have shown an amazing increase from a low of 2,171,000 lbs. in 1938 to 10,285,000 lbs. in 1956. Until today the ocean caught salmon fishery ranks second to that of tuna in value to the fisherman.

True, it's a rather poor second. The value of tuna to fishermen was estimated at \$39,000,000 in 1955, and that of salmon in that year \$4,000,000. In the past several years salmon, sardines, and jack mackerel have jockeyed for second place but with the latest records of the California Department of Fish & Game, Marine Fisheries Branch, salmon led the other two to second place by \$1,000,000.

In an interview with biologists of the Marine Fisheries Branch, Department of Fish and Game, *Pacific Fisherman* found that the increase in salmon take, which has interested commercial fishing interests, sportsmen, and fishery experts in the state ever since the up-surge in catch which started in 1942, is due to a number of factors.

"The increase in salmon take is only

partially due to increased fishing effort," said a spokesman for the Marine Fisheries Branch, "but the main cause of resurgence of the California ocean salmon industry has been due to a larger supply of fish, brought about by more adequate spawning and better survival. However, although we have had excellent catches within recent years, it must be noted that spawning stocks in California's Central Valley suffered a serious decline in 1956, with a more gradual decline in a couple of previous years, cause unknown; and it is probable that con-

tinued high catches may not be expected, unless spawning escapement returns to adequate levels."

"However, with the good spawning escapement of 1952-1955 good catches might reasonably be expected in 1957 and possibly into 1958.

Gear Improved

• While only a part of the increase in salmon take is attributed to increased fishing effort by Department of Fish & Game biologists, they do feel that increased efficiency of fishing gear has played a part.

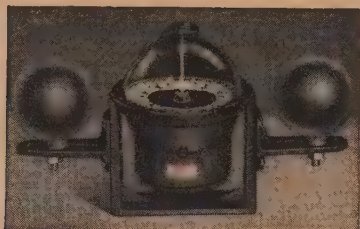
CALIFORNIA COMMERCIAL TROLL SALMON LANDINGS

Year	Pounds	Year	Pounds	Boats
1916	5,592	37	5,935	
17	6,086	38	2,171	
18	5,933	39	2,233	
19	7,208	1940	5,160	
1920	6,066	41	2,946	
21	4,483	42	4,063	
22	4,338	43	5,286	
23	3,737	44	7,021	
24	6,375	45	7,913	
25	5,482	46	7,195	1,297
26	3,864	47	8,104	1,104
27	4,922	48	5,829	1,120
28	3,444	49	5,531	1,166
29	4,034	1950	5,857	1,212
1930	4,086	51	5,850	1,154
31	3,775	52	6,537	1,050
32	2,865	53	7,136	1,035
33	3,673	54	8,598	1,396
34	3,930	55	9,659	1,502
35	4,773	1956	10,285	...
36	4,073			

Average: 5,416,000

NOTE—All figures accompanying this article drawn from official sources of the California Department of Fish and Game. Graph and statistical tables were prepared specially for this article by Eldon P. Hughes, Marine Fisheries Branch, CDF&G.

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For example there are improved gurdies, the wide-spread use of the radio telephone, the direction finder, and one of the most important the depth sounder, which in skilled hands can be used to locate salmon fishing grounds in a fog.

The automatic pilot is another device which takes a man out of the wheelhouse and puts him actively to fishing.

Stabilizers, called "flopper stoppers", are another device which has increased fishing efficiency. These are made of wood or metal, are about 12 to 16" wide and 1½ to 2' long and are suspended from the outriggers, on each side of the boat, about 6 to 10' from the side of the vessel. These stabilizers go down about 6' to 20' under the water and minimize rolling. With these stabilizers the fishing gear works better, the fishermen can work more efficiently, and gear is less apt to break. Not only that, but with the "flopper stoppers" out, fishermen can get a much better night's rest!

Another factor that might have some bearing on the increased troll-caught salmon catch is that there has been an extension of fishing area as far south as Avila and Morro Bay in recent years.

There has been an increase in salmon trollers in California. In 1946 there were 1,297. This dropped to 1,050 in 1952, but by 1955 there were 1,502 boats in the trolling fleet. With the increased number of boats, the average catch per boat per day has remained the same for the last few years.

In 1956 the commercial catch was more than 1,000,000 fish; the total sport fish catch—tentative figures—was 200,000 fish. In 1955 total sport catch was about 200,000 and commercial trollers took about 800,000 fish.

The Tale of the Tags

A most interesting result of the tagging and marking activities of the Department of Fish & Game is the

CALIFORNIA OCEAN SALMON CATCH

(Figures show in numbers of fish, including Silvers.)

Year	Commercial Trollers	Sport Fishermen
1950	507,000	53,000
1951	474,000	72,000
1952	566,000	86,000
1953	585,000	99,000
1954	837,000	120,000
1955	807,000	126,000
1956	1,013,000	109,000
Average	684,000	95,000

showing that a good share of the marked fish released in the Sacramento River as 2" fish, are taken as far north as British Columbia. From 25-60% of those recovered in the ocean were caught north of their home state.

The Marine Fisheries Branch states that fish from the Columbia River tend to go to Alaska, only a minor fraction head south and few are taken as far south as San Francisco.

Similarly, from the Sacramento River large numbers of salmon head north, with a fraction heading south. These latter are the whoppers that have caused such a furor at Avila and Morro Bay in recent years.

The Department of Fish and Game has both tagging and marking experiments to back up these findings, and in a nut-shell what they amount to is this—90% of the salmon caught off Central California come from California's Central Valley—the Sacramento and San Joaquin River systems. Whereas off northern California, from Fort Bragg north, more than half of the catch comes from the Central Valley, about a third more from northern California rivers—the Eel, Klamath, and Smith Rivers, and a small proportion from Oregon rivers.

The catch of Silver salmon, which amounts to only about 5% of the total catch, is primarily caught in northern California. Most of the Silvers originate in Oregon rivers.

Due to legislation, salmon fishing on the San Joaquin and Sacramento Rivers has been severely curtailed, but whether or not that has had an influence on ocean catches has not

SILVER SALMON IN CALIFORNIA TROLL CATCH

Year	Pounds
1951	426,000
1952	751,000
1953	594,000
1954	427,000
1955	341,000
1956	491,000

been determined, according to Department of Fish & Game spokesmen.

Protection and Propagation

• "Of all the fish that are caught or escape to spawn, the ocean troll fishery takes more than half," states the Department. "Ocean sport fishing and river netting combined take less than a fourth and about one out of every four escape to spawn, it is estimated."

What effect will the huge new salmon hatcheries have on the salmon population? Says the Department: "Artificial propagation has a place in salmon management particularly where natural hatcheries have been eliminated by dams. They are also of value in establishing runs in new places or reestablishing declining runs, but the great bulk of our salmon are naturally spawned.

"The state and federal government in California have instituted a hatchery building program to offset the loss of natural spawning waters taken by dam building. "The first one of these big hatcheries is the U. S. Fish and Wildlife Service's Coleman Hatchery near Redding on a tributary to the upper Sacramento. It has been doing good work since 1943 and was built to handle fish blocked by Shasta Dam. "Another is the Nimbus fish hatchery



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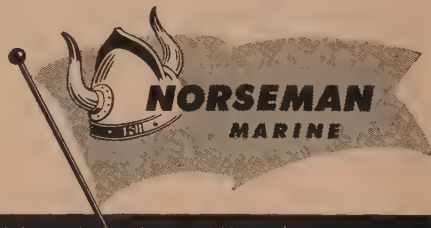
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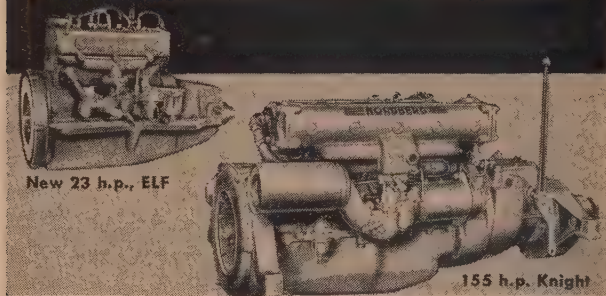
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near Folsom, on the American River, a tributary of the Sacramento, which was built by the U. S. Bureau of Reclamation when the Folsom Dam was built. This hatchery is managed and staffed by the California Department of Fish & Game. The Bureau of Reclamation pays for operation and maintenance of the hatchery. It will accommodate 48 million salmon and

steelhead eggs.
"Another salmon hatchery will be built by the Bureau of Reclamation at Lewiston, on the Trinity River, which is a tributary to the Klamath River. This hatchery will be even larger than Nimbus. This Lewiston hatchery is to offset the loss of natural spawning grounds caused by the construction of the Trinity Dam."

A. T. A. Mounts Drive to Put Teeth in Anti-Dumping Act

Campaign to put "teeth" in the U. S. Anti-Dumping Act was launched in the House Ways and Means Committee of the U. S. Congress this summer by the American Tunaboat Association.

This action follows rejection by the Treasury Department this spring of the A. T. A. complaint of last fall, which charged that frozen Japanese Albacore was being "dumped" in this country in violation of the American law.

In writing to Congressman Jere Cooper, chairman of the Ways and Means Committee, which is investigating the Anti-Dumping Act, Joseph J. Madruga, president of the A. T. A.

reviewed the association's troubles in detail and backed the argument with an impressive display of copies of letters which have passed between it and Washington authorities as result of its dumping complaint.

In view of the Treasury's rejection of its complaint, the A. T. A. feels the Anti-Dumping Act should be amended to apply to circumstances such as those of which it complains. Specific suggestions for amendment are nine, which may be briefed:

1. Requirement that the Secretary of the Treasury hold public hearing on complaints brought under the anti-dumping law.
2. That within a reasonable time

after such a hearing Treasury should by law make a public report of its findings, together with the evidence on which they were based.

3. Anti-dumping decisions should be subject to judicial review.

4. Treasury should have the right to subpoena records of private companies on both sides of an anti-dumping case, including foreign firms exporting to this country.

5. The particular merchandise under consideration must be more specifically defined than in the present law if the instrument is to be effective.

6. Investigation of injury sustained should go forward with investigation of fair value of the product, and both should terminate within a reasonable specific time.

7. The Tariff Commission should be required to hold public hearings and render a decision at the same time as the Treasury.

8. Law should establish what constitutes injury to the domestic producer.

9. The Tariff Act (as distinct from the Anti-Dumping Law) should be amended to provide for countervailing duties on non-dutiable as well as dutiable commodities when finding has been made that subsidy exists in country of origin, and that such subsidy should extend to indirect aids and benefits as well as money grants.



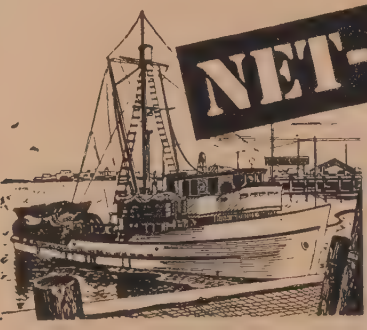
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Humboldt Fishermen Seek Business Through Quality

Fishermen and fish dealers of north-western California are making a determined effort to increase the quality of fish produced, and thereby increase the consumption of fish by the public, according to W. O. Riley, secretary, Humboldt Fishermen's Marketing Association, Inc. (salmon trollers); and Fishermen's Marketing Association, Inc. (trawlers), Eureka.

Both groups of fishermen, and the fish processing plants of Hunter & Folland, Tom Lazio Fish Co., Consolidated Fisheries, Inc., Eureka; and A. Paladini, Inc., Fort Bragg, are working under a set of "Guide Lines," promulgated first by the National Fisheries Institute, but worked out by fishermen and dealers to suit local conditions.

These "Guide Lines" are rules for the handling of fish after it is caught, proper icing on the boat, proper handling at the plant, sanitation, and other factors that enter into the production of a quality product. The whole purpose of the program, says Mr. Riley, is to keep the fish industry quality conscious.

Monterey Bay Trolling In Early Season Light

Salmon fishing fluctuated day by day from poor to fair through the early season in the Monterey bay area and just north of Santa Cruz. Hundreds of small boats and a few of the big trollers searched the waters, hoping the fish would appear. Spotty though it was, this seemed to be the only place along the California coast where fish made much of a showing. Many boats which left Moss Landing headed for the Eureka and Fort Bragg areas, where fishing was good last year, returned to the Landing waiting for a few good catches before going south for Albacore.

In addition to the regular day boats Monterey and Morro Bay fishermen joined the fleet. Even the larger vessels chose to fish a day at a time instead of a week to 10 day trips. Buyers Ralph Marsh of Marsh Marine Products, Jack Sullivan of Regal Seafood Co. and Joe Lopez and Steve Genovese of American Freezer Co. received fish at Moss Landing with catches ranging from one or two to rarely over 25 fish. With a change to northwest winds fishermen hoped for better luck. South winds blowing almost continuously through the month in some mysterious way seemed to keep the fish down or out or anywhere but within reach of the fishermen. Bait, spoons and plugs were all being used as lures.

Japan Spells-Out Policy For Atlantic Tuna Boats

• Japanese policy covering fishing activity of that country's tuna vessels in the Atlantic ocean is spelled-out in a significant statement by the Japanese Fishery Agency, which declares it as "basic policy".

It is to be noted that there is a specific reservation which appears to forbid delivery of Japanese catches of Atlantic tuna to the United States, even by indirect means.

The significant preamble of the policy says:

"With regard to the operation of Japanese tuna fishing vessels in the Atlantic Ocean, this agency, in view of the international character of the fishing grounds, and in view of the possible effect upon the domestic tuna industry, recognizes the operation as a trial practice for the time being under the following provisions, except for direct export, or possible penetration into, the United States of any of the catch".

Provisions for licensing require that: (1) catch be landed direct into, or forwarded into, Atlantic coastal

countries; (2) the operation have no undesirable effect on Japanese export of tuna, or on the healthy development of the domestic tuna industry, or on international relationships in general; (3) that a contract exists, with necessary import permits, for delivery to a foreign country; (4) that the selling price should be an appropriate one, and in balance with the export price of shipments from Japan; (5) that it is understood the license may be revoked or rescinded in case supply and demand in Atlantic coastal countries is impaired, or the reasonable development of the Japanese domestic tuna industry is adversely affected.

No strictures are placed on the number of vessels which may be operated so long as these conditions are met; nor is any target or quota set for their catch.

Big Tuna Seiners Costs Are Studied

Star-Kist Foods, Inc., Terminal Island, is reported to be checking into

ADVERTISING INDEX	
American Marine Paint Co.	25
Bioproducts, Incorporated	32
Bludworth Marine	33
Bryants Marina	32
Chrysler Corporation, Marine Engine Division	20
Cincotta Bros.	30
Classified Advertising	32
Columbian Bronze Corp.	30
Consolidated Net & Twine Co.	26
D'Acquisto & Sons	32
Devoe & Raynolds, Inc.	26
Forster Ship Building Co.	32
Freeman, Doc	32
Fremont Electric Co.	33
General Petroleum Corporation	34
Harbor Boat Building Co.	32
Hart & Burns	26
Hatch & Kirk	21
Hill-Cunningham Automatic Pilot Co.	30
In-Mar Company	32
Kettenburg Boat Works	21
Larson Boat Shop, Al	32
Murphy Diesel Co.	24
NC Marine	28
Nic-L-Silver Battery Co.	31
Nordberg Gasoline Marine Engine Division, Universal Motor Co.	30
Nordby Supply Co.	28
Pacific Telephone & Telegraph Co.	28
Pacific Towboat & Salvage Co.	32
Power Transmission Products	21
Seaside Supply Stores	32
Standard Oil Co.	22
Starr Net Co., A. M.	26
Tacoma Boat Building Co.	28
Techkote Co.	31
White & Sons, Inc., Wilfrid O.	28

costs for one or more tuna purse seiners in excess of 300 tons carrying capacity.

It also is inquiring into costs for several new tuna clippers.

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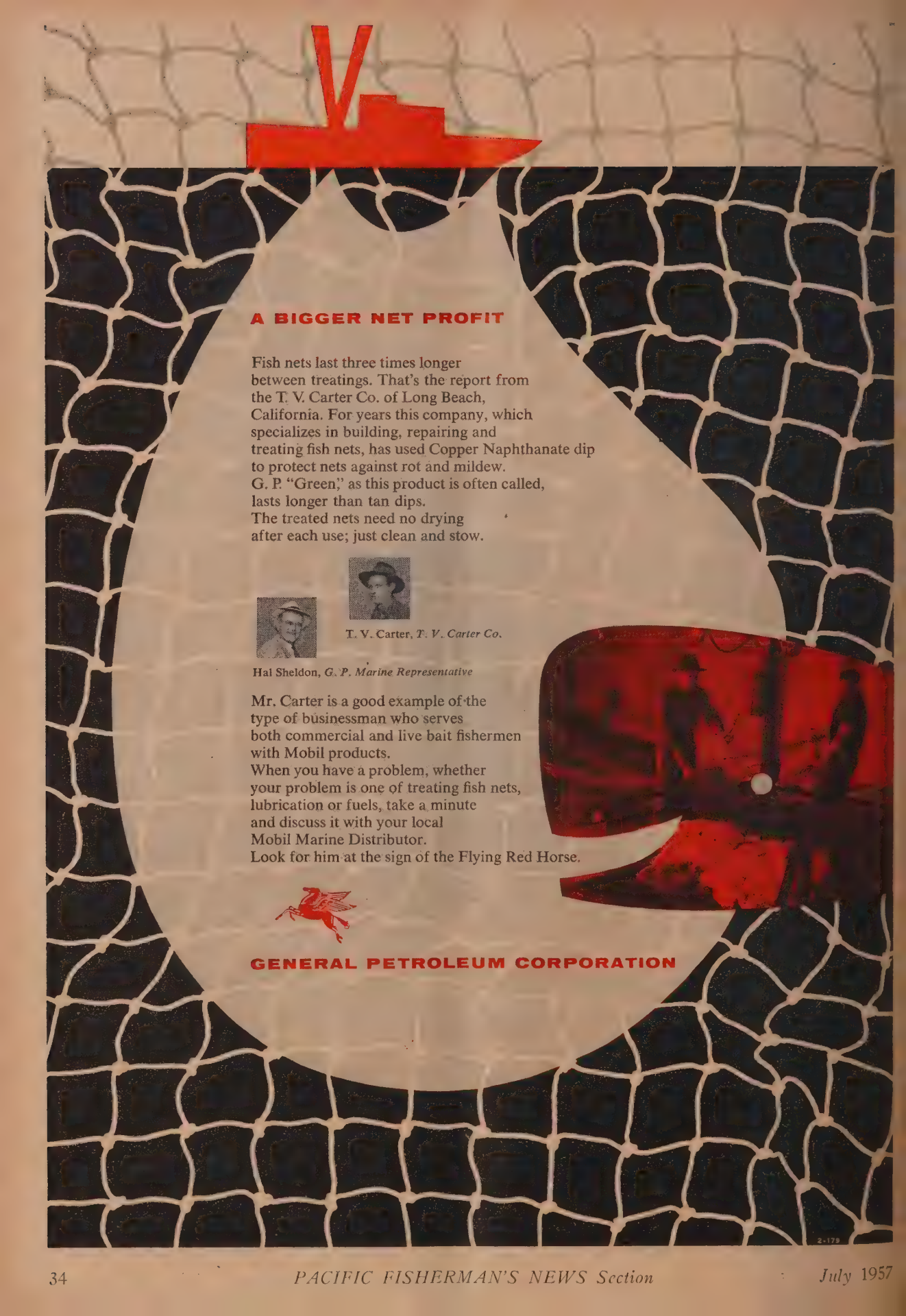
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Fish nets last three times longer between treatings. That's the report from the T. V. Carter Co. of Long Beach, California. For years this company, which specializes in building, repairing and treating fish nets, has used Copper Naphthanate dip to protect nets against rot and mildew. G. P. "Green," as this product is often called, lasts longer than tan dips. The treated nets need no drying after each use; just clean and stow.



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Mr. Carter is a good example of the type of businessman who serves both commercial and live bait fishermen with Mobil products.

When you have a problem, whether your problem is one of treating fish nets, lubrication or fuels, take a minute and discuss it with your local Mobil Marine Distributor. Look for him at the sign of the Flying Red Horse.

GENERAL PETROLEUM CORPORATION

Peruvians Find Good Fishing With Deep Seines Below Warm Current

(Staff Correspondence from
Lima, Peru)

• Studies of the abnormal ocean conditions prevalent this year—and called “El Nino” in Peru—convince fishermen as well as scientists that the 1957 El Nino at least resulted in a vertical rather than lateral displacement of the Peruvian current.

El Nino conditions result when a southerly thrust of warm ocean water presses southward along the Peruvian coast. Usually it is believed that this forces the colder, fish-heavy Peruvian current off-shore.

This year, however, the warmer equatorial water seems to have overlaid the Peruvian current.

Thus fishing for bonito and anchovy in the area around Chimbote, largest fishing port of Peru, has been much better this year than is expected in the presence of El Nino.

During the spring months it became apparent that the overlay of warm equatorial water was extremely shallow, probably ranging from eight to 10 fathoms. Below this, fish concentrations were quite normal. Thus, after the fishermen found they could reach fish with their seines 20 to 26 fathoms deep, even though the fish did not show on the surface as usual, they found excellent fishing.

Real sufferers from the El Nino of 1957 were the flocks of guano birds. Because of the usual depth of the anchovy schools, the diving birds could not reach their normal source of food. This resulted in heavy migrations south in search of ocean areas beyond the influence of El Nino. In consequence, production of guano in Peru will be adversely affected in the next harvest.

Bonito Pack Large

Despite a slow start as result of the 1957 El Nino, in the Chimbote area the pack of Bonito has been in excess of normal for this time of the year. Due to forced sales from some canneries, tied-up with unsold inventories now further accumulated because of exceptional fishing conditions, FOB prices for Peruvian Bonito have dropped, particularly so in Fancy Solid Halves.

The volume of Solid Halves on hand is not abnormally heavy, nor unwieldy; but since most of the canneries are under-capitalized and operate on bank credit, a fast turnover is essential in order to continue operations; whether at a profit or not remains to be seen. If fishing conditions

may eventually pay dividends to the industry.

Anchovy Oil Attracts Additional Plant Investment

• Anchovy meal production has been intensified by the continuance of good fishing conditions and, although prices

Staff Report —

• This “Letter from Lima” introduces a series of Staff Reports which will be a regular feature of *Pacific Fisherman*.

Written in Lima by a Peruvian observer in close touch with the fisheries of the West Coast of South America, these letters represent the newest extension of *Pacific Fisherman's* coverage as the journal discharges its responsibility for bringing to its readership significant information and analysis of the industrial fisheries over all of the Pacific.

The October, 1957, number of *Pacific Fisherman* will be devoted almost wholly to a comprehensive study of the Fisheries of Peru, which have risen spectacularly from almost nothing to world importance in a dozen years.

revert to normal from now on through September, the carry over for next season should not be particularly large.

Peruvian Bonito Promotion In U. S. Market Considered

• In order to stimulate interest for the purchase by the American housewife of Peruvian Bonito, the industry is seriously considering launching an advertising campaign limited to certain strategic U. S. markets to begin with. The cost of such campaign is expected to be covered by the canneries on a per-case basis. No brand is to be advertised but merely the Peruvian Bonito as a product.

In conjunction with the policy contemplated to stimulate interest in Peruvian Bonito, certain measures may be also adopted so that the product shipped to the USA and elsewhere is a guaranteed, even-quality, standardized product.

These measures would be effected solely by the trade without any outside intervention, and if carried out,

have declined, demand remains good. Based on normal conditions for the coming season, anchovy meal production may reach about 50,000 tons. Considerable investments are being made in oil recovery equipment, a by-product not adequately valued by meal processors. The quality of anchovy oil, to all appearances, is excellent. Most, if not all, of the present demand comes from Germany, outside of purchases by local oil refineries which are considering increasing their facilities for conversion of this anchovy oil.

Some important meal and cannery operations may not open up their canneries next season but may concentrate on anchovy and “herring” meal and oil processing. However, the Peruvian Fisheries Department is refusing applications for installations of new fish meal reduction plants and is limiting the existing ones to their present capacities, in so far as anchovy meal production is concerned, until scientific knowledge is made available as to the optimum fishing capacity for



Leading Tuna-Boat Skipper Reports:

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"The best service I've been able to get from ordinary float lines is one year," says Captain Misetich. "Four years ago, I bought a nylon line. I'm *still* using it—and expect another three years' use."

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NYLON NETTING—easier to handle, wet or dry . . .
resists rot and mildew . . . more economical in the long run

anchovy in relation to the preservation of this species.

Little is yet known on this aspect of vital importance to Peruvian fisheries in general and it is felt that this course is a wise one to follow, since indiscriminate fishing of anchovy might disrupt the entire natural biological balance of the various economic species feeding on it.

It is expected that one of the initial studies to be undertaken in the near future by the Oceanic Research Commission will be in connection with the preservation and fishing effort of anchovy and Bonito.

Peruvian "herring" is a fish quite different from the true herring of the Northern Hemisphere. The term is applied rather loosely to a fish more specifically known as "Machete," *Ethmium chilcae*, somewhat resembling a small shad in outward appearance. The fish meal produced by the excellent machinery used in Peru is of excellent quality, comparing quite favorably with that from true herring, genus *clarengus*.

Peruvian Bonito Packer Visits North Pacific

Carl Hedreen, managing director and owner of Empresa Pesquera Peru S.A., Peru Fishery Enterprise, Inc., with a modern cannery at Supe and

headquarters in Lima, spent some time in San Francisco, Seattle and Vancouver, B. C., in June.

He was en route back to Peru after a trip to the United Kingdom, the market for a substantial portion of his production.

Mr. Hedreen for a time served The Canadian Fishing Co. as a technologist in its laboratory in Vancouver. He subsequently joined the Wilbur-Ellis Co., and was sent by that house to make a fishery survey of the coast of Peru and Chile immediately after World War II. This survey was responsible for stimulating much of the remarkable development in industrial fisheries in Peru.

California Sardine Seasons Shift Under New Law

Southern California's sardine season will open a month earlier, and northern California's sardine season will close 15 days earlier, according to a new bill signed by Governor Goodwin J. Knight.

The northern California season formerly ran from August 1 to January 15. It will now be from August 1 to December 31. The southern California season was from October 1 to February 1. It has been changed to September 1 to December 31.

Coming in October 1957-- PACIFIC FISHERMAN'S Special Issue "THE FISHERIES OF PERU"

● Growth of Peru's fisheries since World War II from nothing at all to almost 100 modern, active plants is one of the industrial phenomena of a phenomenal twelve years.

● To study these fisheries, their growth and their latent possibilities, PACIFIC FISHERMAN this spring dispatched its editor to Peru, where he spent a month gathering material and photographs.

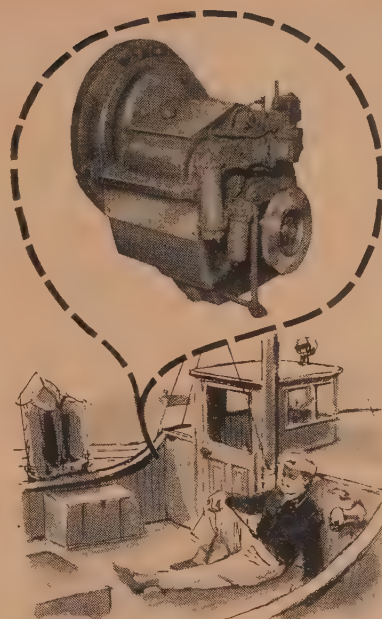
● Now in the course of preparation, this comprehensive report upon one of the most dramatic developments in the whole history of the Pacific Fisheries will occupy our entire October issue, which will prove a valuable source book on the fisheries of Peru, for producers and distributors of canned fish the world over.

● COMPLETE COVERAGE: Our October issue, without exception, will go to all of the fisheries operators in Peru, Chile and Ecuador . . . as well as to all of the leading South American distributors supplying their requirements for machinery and fishing gear.

● Whether you are a producer or a distributor of canned fishery products; or a manufacturer of machinery or fishing gear, an advertisement in our Peruvian Issue in October will identify you unmistakably with the dynamic fisheries of South America.

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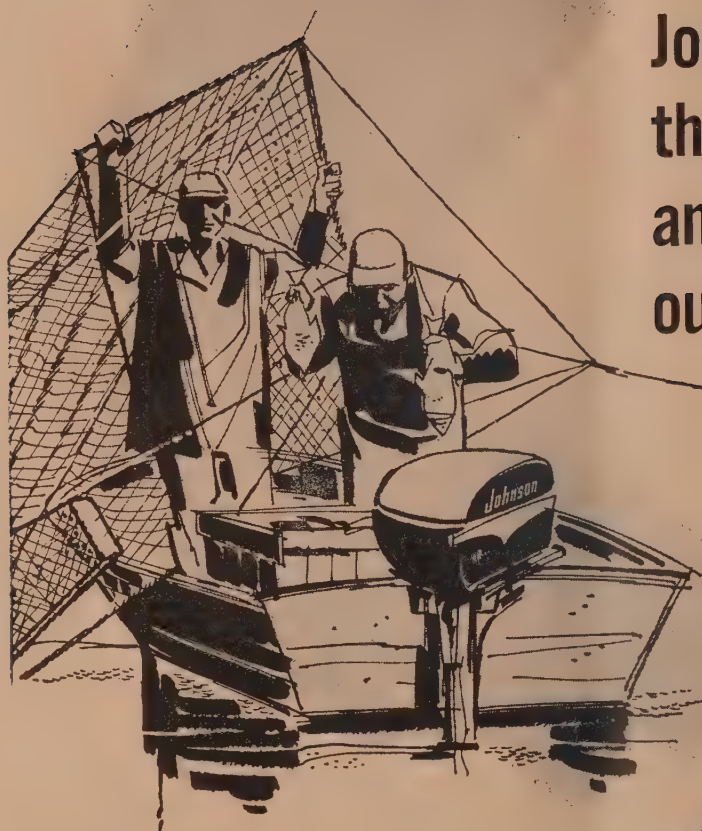
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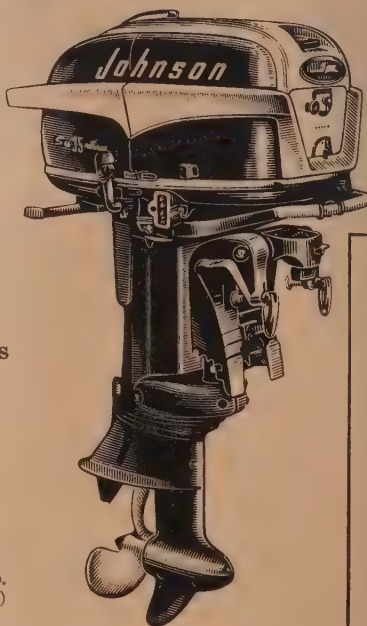
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Johnson leadership in commercial outboard sales and use stems from one fact . . . Johnson dependability. Hour after hour, year after year, Sea-Horses deliver the goods—at all speeds and under all conditions of load. See your Johnson dealer now. He's listed in the Yellow Pages.

FREE! 1957 Sea-Horse catalog, write: Johnson Motors, 239 Pershing Rd., Waukegan, Ill. (Div. of Outboard Marine Corp. In Canada: manufactured by Johnson Motors, Peterborough, Ont.)



FOR '57! A WIDE AND WONDERFUL CHOICE!

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Sea-Horse 35*	35 hp.	585
Sea-Horse 35	35 hp.	495
Sea-Horse 18*	18 hp.	475
Sea-Horse 18	18 hp.	395
Sea-Horse 10	10 hp.	340
Sea-Horse 7½	7½ hp.	260
Sea-Horse 5½	5½ hp.	230
Sea-Horse 3	3 hp.	155

*12-volt electric starting (new quick-charging 10-ampere generator with automatic voltage regulator available as accessory on first two models). Prices f.o.b. factory, subject to change. OBC certified brake hp at 4000 rpm (18s and 35s at 4500)

A million Sea-Horse owners will tell you **JOHNSON KNOWS BEST**

50% Escapement Mandate s Marked For Repeal

Repeal of the controversial 50% escapement mandate in the White Act or regulation of the Alaska fisheries will be sought of Congress in a bill introduced at request of the Department of the Interior, by Senator Warren Magnuson of Washington.

The requirement of the White Act that 50% of the run be allowed to escape has long been under fire on the grounds that in years of poor run 50% escapement may not be sufficient for seeding, while in big years half of the run would over-seed the spawning areas and result in disaster. The proposed amendment, beside eliminating the mandate for 50% escapement, would provide that the amount of escapement be determined on the basis of biological needs as determined by research.

Another proposed amendment to

the White Act would impose penalties on the possession and disposal of fish caught illegally. At present only illegal catching is penalized, and the buyer of such fish is blameless. The amendment would place on the buyer responsibility for satisfying himself that any fish purchases had been caught legally.

- The proposals are entirely sound. The 50% escapement mandate was written into the act in 1924, when mighty little was known about spawning requirements, overseeding, and the effect it can have on future runs.

Present progress in research has established the basis for rationalized regulation based on biologic fact, and certainly this should be used as the measure of escapement, rather than a fixed figure which someone pulled out of a hat a third of a century ago.

Best-Ever King Crab Year s Experienced in Alaska

The best King crab season Alaska has ever known drew to a close this summer when the floaters came down from the north and the shore plants suspended virtually all of their packing.

Good fishing prevailed throughout the entire Alaska range of King crab operations from Cook Inlet and Kodiak Island areas out along the Peninsula, and through into the Bering Sea.

Everywhere there were crabs in abundance. Everywhere the crabs were in good condition, heavy and firm.

Capt. J. E. Shields' *Nordic Maid* returned to Seattle before mid-June. Capt. E. J. Shields reporting she had encountered excellent conditions in the Bering Sea where she was operating. The Japanese *Tokei Maru*, working the Bering from mid-April, expected to have her quota filled by July 15, about a month earlier than last year.

Wakefield's *Deep Sea Trawlers*, Inc., reported that the production for the spring operations of its three vessels ran about 50% above the usual volume; and that its operations based on Raspberry Strait were equally productive.

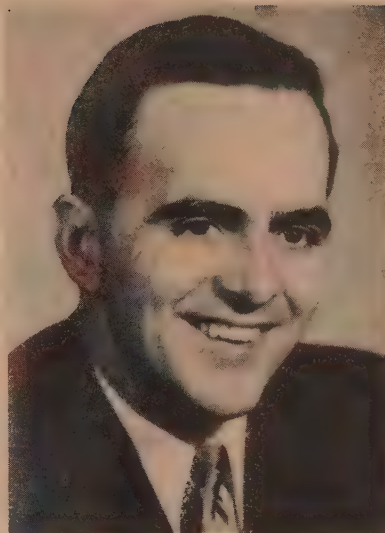
So good was the peninsula fishing

this season that the Wakefield company did not send its *Deep Sea* into Bering Sea, and actually used her not at all for fishing. Abundance of crabs in Pavlof Bay was so large that Wakefield operations centered there, with the *Deep Sea* operating as a freezer-ship, pressed to capacity by the catches delivered to her by the *Foremost* and *Shelikof*.

- Japanese operators on Bering Sea reported that to late May their average catch for the season per unit of tangle-net gear was 14 King crabs, where last year the season's average catch per unit was 8 King crabs.

Reports from Japan indicate that the abundance of King crabs encountered by the operations in Okhotsk Sea and from the home islands of Japan reflected the experience in Alaska, and that throughout the entire range of the King crab an excellent population has been experienced this season.

Market for frozen King crab, whether in the shell or as packaged crabmeat, is reported firm in the Middle West and East. On the Pacific Coast, however, the market is soft, undoubtedly reflecting the acute weakness of the Dungeness crab market.



M. K. ERIKSEN of Prince Rupert, new member of the Fisheries Research Board of Canada.

Rupert Co-op President On Fish Research Board

M. K. Eriksen, president of the Prince Rupert Fishermen's Co-operative Association, has been named by the Canadian department of fisheries to the Fisheries Research Board, the five-year appointment to take effect next January 1.

Mr. Eriksen replaces K. F. Harding, general manager of the Fishermen's Co-operative Association, who will be completing 10 years as a member of the board this year. He is skipper of the halibut vessel *Viking* and has had more than 20 years' service in the industry. He is married and has three children.

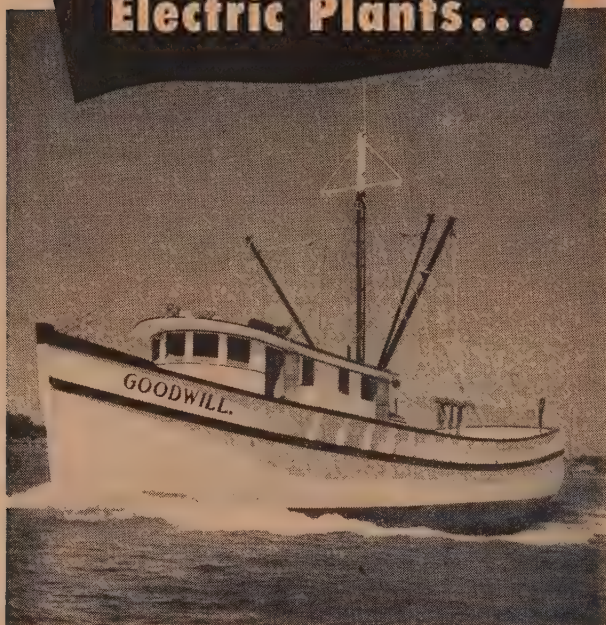
The Fisheries Research Board is composed of nine representatives from Canadian universities, two from the west coast fishing industry, two from the maritime provinces, one from Newfoundland and two from the department of fisheries. The other representative of the Pacific coast is R. E. Walker, president of B. C. Packers.

Columbia River Salmon Short in Spring Period

Deliveries of salmon on the Columbia River through May and much of June were about two-thirds of the 1956 total for the same period. Observers generally feel that the run was better than the catch indicates, because there was heavy escapement over Bonneville and McNary Dams early in the season, indicating an active migration immediately prior to the opening.

Subsequent dam counts also were relatively better than the catch, probably due to the considerable and long-continued freshet on the Columbia.

ONAN Electric Plants...



Over 500 trawlers of this type are equipped with Onan Electric Plants

for dependable light and power!

There's an Onan electric plant or generator the right capacity and type for craft of every size and purpose . . . shrimpers, trawlers, tugs, workboats of all kinds. They speed work and save time by operating electrical equipment such as bilge pumps, compressors, radios, pressure water systems and floodlights. Smooth-running and dependable; compact and easy to install.

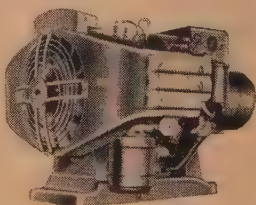
ONAN Air-cooled plants

Gasoline-powered—400 to 10,000 watts A.C. Battery charging and dual-purpose models.

Diesel-powered—5,000 watts A.C. (shown at right), 3,000-watt A.C. and 3,000-watt, 32-volt battery charger.

ONAN Water-cooled plants

Gasoline-powered—400 to 3,000 watts A.C., battery charging and dual-purpose models. Diesel-powered—3,000 watts A.C. and dual-purpose A.C.-battery-charging model.



Model 3DSP, 3KW
Diesel-powered



1-cyl. battery chargers
500 to 1500 watts



Separate Generators
1½ to 35KW

Write for Folder of all Marine plants

D. W. ONAN & SONS INC.



3725 University Ave. S. E., Minneapolis 14, Minnesota



Another new shrimp boat is going Monel!

This time it's the *Captain Joe*.

She's being built by the Toche Boat Building Co., Ocean Springs, Mississippi.

Her 30 ft. 6 in. long shaft is Monel* nickel-copper alloy.

Her planking is almost entirely secured with Monel Anchorfast* nails.

Her strut bolts . . . keel cooler bolts . . . rudder bolts . . . nuts . . . keys . . . all Monel alloy.

Want to know why? Take the shafts first.

Monel alloy shafts combine high resistance to marine corrosion with high strength, toughness and stiffness. They can *take* sudden shock. They *last* for years in boat after boat.

Take Monel Anchorfast nails.

They give the economy of a nail. The holding power of a screw. Strength equal to steel. Outstanding protection against sea water corrosion.

Take the Monel alloy fastenings.

They resist corrosion, too . . . can be expected to hold tight long after ordinary fastenings fail.

Keep your shrimp boat or work boat a-goin' . . . for years and years. Next time make it Monel alloy for new or replacement parts. Monel alloy means long trouble-free service.

THE INTERNATIONAL NICKEL COMPANY, INC.
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Monel

"... it's the Seagoin' metal"

*Monel, Anchorfast, and Seagoin' are registered trademarks of The International Nickel Company, Inc.

D. Ladd Inspects Momoi Japanese Netting Methods

Fish net manufacturing methods in Japan made an altogether favorable impression on Robert D. Ladd, vice president and general manager of the Pacific Marine Supply Co., Seattle, who returned in June from a fortnight's trip to that country to inspect the netting of Momoi Fishing Net Manufacturing Co., Ltd., in manufacture, and also in operation in various phases of Japanese fishing.

Pacific Marine Supply Co. is distributor for Momoi netting in Washington and Alaska, and Mr. Ladd went to Japan as a guest of the Momoi company to see its plant, equipment and process; and also the netting it makes in actual use.

"I was deeply impressed with the wholly modern factory, with the finest machinery; and perhaps most of all with the extremely closely technical control and incessant inspection which assures that every pound of a Momoi netting measures up to the extremely high standards set for it by the Momoi family," Mr. Ladd said upon his return to Seattle.

While of course the Momoi factory, which is situated at Ako in the Inland Sea, manufactures cotton, rayon and nylon fish netting, as well as banana trawl web, Mr. Ladd was personally most interested in its "Marlon" netting, widely used in seines throughout the world. "Marlon" is the Momoi proprietary brand name for netting made of its own special blend of nylon and vinylon fibers. This blend has found wide favor among line fishermen because of the firmness with which the knots hold; its strength, wet, and particularly under mechanical handling; its resistance to rot; and the readiness with which the



Business in a Garden—Kazuo Momoi, managing director, left and Kenzo Momoi, president, Momoi Fishing Net Manufacturing Co., with Robert D. Ladd, vice president and general manager, Pacific Marine Supply Co., Seattle, in the Momoi garden at Ako, Japan, when Mr. Ladd visited the Momoi company, whose netting PMS sells in Washington and Alaska.

Marlon net sinks, according to Mr. Ladd.

After examining every phase of the net-manufacturing plant at Ako, Mr. Ladd visited fisheries in the Inland Sea, and also on the east coast of Japan above Tokyo, where he watched Marlon and other netting of Momoi manufacture in effective use on a variety of fish and forms of gear.

"I certainly was impressed with how well these nets are made, and come home proud that the Pacific Marine Supply Co. is distributor for Momoi Fishing Net Manufacturing Co. in Washington and Alaska," Mr. Ladd observed.

Stan Tarrant Re-Elected

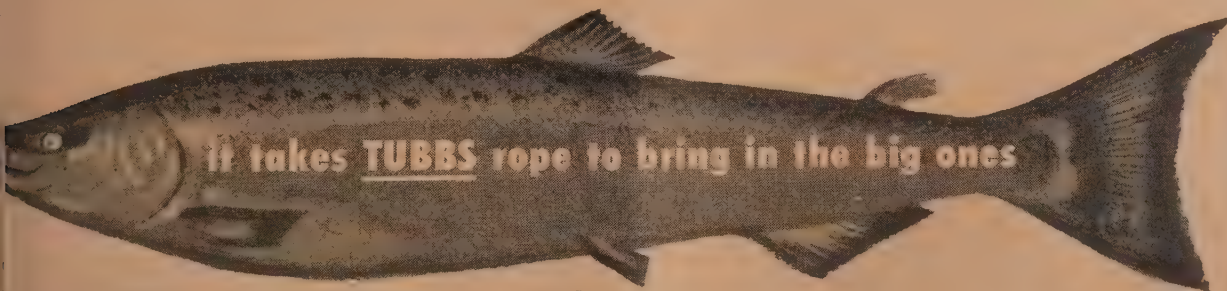
S. G. Tarrant was re-elected president of Pacific American Fisheries, Inc., at the spring annual meeting of the company.

Allen on Sockeye-Pink Body for Short Term

Edward W. Allen, Seattle attorney who has served more years on more international fisheries commissions than any other individual, in June became the first man to serve twice on such a commission.

He was appointed by the President as a temporary member of the International Pacific Salmon Fisheries Commission, usually called the Sockeye Commission, but which now needs a new convenience name because both Sockeye and Pink salmon now are its responsibility.

Until Mr. Allen's temporary appointment was rushed through, the American section had no commissioner in the United States. Both Robert J. Schoettler and Elton Jones resigned and A. J. Suomela is in Europe.



the fishing rope with extra muscle

Large or small, your catch won't get away when you use tough, dependable Tubbs Rope. Tubbs Extra Superior Manila is made from top grades of pure manila fiber, carefully selected and blended for extra strength and longer working

life. Special lubrication and water repellency treatments make it flexible and easy to handle under the roughest fishing conditions. Choose Extra Superior Manila and you'll have extra muscle to protect your catch.

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Canadian Election Unseats Fisheries Minister Sinclair

Among British Columbia fishermen and packers every shade of politics is represented, but there was general regret among them when the Canadian election turnover in June resulted in the loss of James Sinclair as minister of fisheries.

Although he was re-elected in his home constituency in Coast-Capital by a big majority, the Liberal government which he represented was beaten and the Conservatives have formed a cabinet of their own. When Mr. Sinclair returns to Ottawa he goes as a private member of the House of Commons and not as a minister.

Mr. Sinclair was regarded in British Columbia as the most able and hardest working minister of fisheries Canada ever had, and during his years in that office became as familiar with fisheries on the Atlantic as well as on the Pacific. The problems of the Pacific coast, however, were his special interest and he played an influential role in establishment of the International North Pacific Fisheries Commission and in the negotiations leading to regulation of Pink salmon by the international commission. Two years ago he made an historic visit to Soviet fisheries.

Washington Gov. Names Seven Fisheries Advisors

Governor Albert D. Rosellini of Washington late in June announced the appointment of a seven-man Fisheries Advisory Committee to assist him in selection of a permanent fisheries director and to advise him with respect to fisheries program and policy.

Members are: Stephen J. Morrissey, Seattle, representing sportsmen; Carl A. Nelson, Mt. Vernon and Andrew Niemi, Aberdeen, gillnetters; Nick Mladinich, Tacoma purse seiners; Tom Leal, Neah Bay, trollers; Charles Alhadeff, Seattle, processors; Bjarne Nilsen, Westport, resort and charter boat interests. An oyster industry representative is expected to be appointed later.

Van Camp Expanding Facilities at Samoa

Van Camp Seafood Co. for its tuna canning operations located in American Samoa is planning the construction of a larger refrigeration plant, a new dock adjacent to the cannery and dwelling houses for stateside employees. At the present time, due to good production, all warehouse space is occupied and operations are limited by this lack of space.

...putting two and two together...



EDERER® NETTING means better fishing for you.

With this fine netting on the job, you don't have to depend on fisherman's luck for big catches. Ederer Netting wears well and gives you the service you expect from quality netting. When you put these facts together, your logical choice becomes EDERER. Specify it by name:

Ederer Cotton Netting
Ederer Double Knot Salmon Gill Netting
(Royal Chinook® Linen or Nylon)
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C. J. Hendry Company
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San Diego 6, California

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111 South Front Street
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MAKERS OF FINE NETTING FOR OVER A CENTURY

FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

*News and Views of National
Trade in Fish and Shellfish*

July, 1957

The Salmon Market--

NERVOUS

"Nervous as a prospective father in the waiting room of a maternity hospital for the first time."

That is a fair synopsis of the responses PF received late in June as it inquired of Pacific factors as to the state of the canned salmon market.

"More so than usual when the first dribbles of news are coming in from the earliest packing districts?"

"Yes, a little—seems like. Salmon just haven't been moving in a manner which stimulates confidence."

"High retail prices lick us."

"This has been a quiet spring so far as firm sales were concerned, but not so quiet when it came to cancellations."

"The set-up is just right for some smart cookies trying to guess the Opening Prices before there is any indication of the size of the pack."

"Did the last price revision sell more fish than firmness would have done? Not a case."

These quotes are not all from the same source—that should be evident, but they do reflect the opinion of a number of folks with salmon to sell and time to think.

One man had a suggestion: "The fact is that the Buyer lacks interest in salmon today. This is something which just *has* to be changed; and to bring about that change is why an industry-wide salmon promotion campaign is necessary *now*."

Oregon Festival Focuses spotlight on Fish

The Oregon Fish Festival is scheduled to be held at Astoria July 18-21 in conjunction with the Astoria Regatta.

The Fish Festival was started last year under the inspiration and guidance of Dr. Edward W. Harvey, who is directing it again this summer.

A three-day event, it focuses the attention of the regatta crowds on Oregon fish and fishing; and particu-

larly on their use in distinctive dishes, many of them national specialties of other countries.

This cooking by nationality demonstration will include American, Norwegian, Danish, Scotch, Chinese, German, Armenian, French, Jewish, Finnish, Italian, and Swedish seafood recipes.

A final highlight will be the "Galley-Time," a free lunch served Sunday, July 21, from noon until 2 p.m. Last year the lunch featuring Oregon's variety of seafoods was prepared for 5000 people.

Seattle Market

Prices quoted at presstime by Seattle brokers for good merchantable canned fish, fob. Pacific terminals, in cases of 48 cans, unless otherwise specified.

Alaska Salmon	Per Case
Red talls	\$33 -34
Red halves	21-23-19*
Red 4-lb.	34*
Med. Red talls	27 -29
Med. Red halves	15.50-16.50
Pink talls	23 -24
Pink halves	12.50-13.50
Chum talls	21 -19
Chum halves	11.50-12

Puget Sound Salmon	
Sockeye halves, mf	23†
Sockeye halves, hf	24
Sockeye quarters	13†
Columbia River Salmon	
Chinook, fcy, halves	24
Chinook, fcy quarters	13†
Chinook, fcy flats	39†
Chinook, fcy ½ ovals	27
Chinook, fcy 1-lb. oval	48
Chinook, select halves	17.50
Chinook, select qtrs.	10

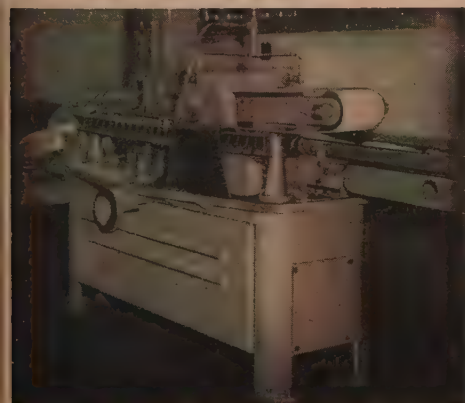
Tuna	
Albacore, fcy halves hf	12
Albacore, chunk halves	10.50
Lightmeat chunk, 6-oz.	9
Crab	
Dungeness, fcy halves, 24	9.50
King, fcy halves, 24	14.60
King, fcy 1-lb. flat, 24	26.50
King, std halves, 24	13.35

*From frozen fish. †Subject to pack.

Alf Larsen Marries

Alf Larsen, American representative of Vendyssel & Co. of Copenhagen and Brussels, and also a general fish products broker in Seattle, for many years was recognized as one of the most eligible bachelors in the fish business of the Pacific Northwest.

This is a distinction no longer enjoyed, as he was married in Seattle recently to Miss Ruth Bergquist of that city.



The PAK-SHAPER

PREFERRED BY LEADING TUNA CANNERS!

Introduction of the PAK-SHAPER in 1949 developed in tuna canning a greater mechanization than had come about in 30 years of previous growth. Subsequent experience has proved its value to the industry. A large percentage of major tuna operators now employ the PAK-SHAPER.

The PAK-FORMER, designed exclusively for Chunk and Grated Style Pack, is now available to the tuna industry under similar terms as the PAK-SHAPER.

For Complete Information Write to

E. H. CARRUTHERS CO.

P. O. Box 1322, Warrenton, Oregon

Association's "American" Tuna Sales Satisfactory

Pete Repovich, manager of the California Commercial Fisherman's Association, reports that the association has sold 6,000 cases of its *American* brand tuna since Christmas "without half trying."

American tuna is packed in solid white 48 halves and white chunks in 48 halves. The Federated Fishermen's Association in San Diego, Terminal Island and Seattle distributes it.

"The only way we'll ever get a good price for our fish is by packing our own," says Mr. Repovich. *American* tuna is canned by South Coast Packing Co. and Franco-Italian Packing Co., Inc., for the Calif. Fisherman's Association. Safeway stores are its main outlet.

Libby Testing Tuna In Seattle Market

Test marketing of tuna is being undertaken by Libby, McNeill & Libby in the Seattle market area in order to determine the consumer reaction to the company famous *Libby's* brand on a product which never before has borne it.

D. F. Brennan, sales manager of the Libby canned fish division at Seattle, says it is anticipated that other areas will likewise be tested before it is decided whether tuna will be added permanently to the full Libby line.

The goods, packed for Libby in California, are available in Albacore and light meat, fancy; and in light meat chunks.

South Pacific Steps Up South Calif. Sales

Ted Halfhill, vice president and sales manager of the South Pacific Canning Co., Long Beach, announces appointment of the Duncan Kelly Co. as South Pacific's sales representative for Southern California.

South Pacific also has appointed Emmett Purcell as manager of its

San Francisco office at 9 Sutter Street.

In September South Pacific Canning Co., a leading packer of clams on the West Coast, will launch a campaign to promote sales of *Sea Gold*, *Best Buy* and *Halfhill* brand canned clams. Sales promotion will be carried out largely through newspaper advertising in California, it is reported.

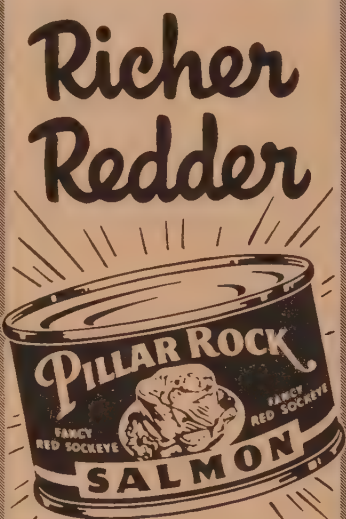
South Pacific also packs tuna under the *Halfhill* and *Royal Pacific* labels and mackerel under the *Sea Gold* name. This firm is a packer of tuna in the non-advertised labels of *Halfhill* and *Royal Pacific* brands.

Sam Jones Joins Bill Dooms' Staff

Samuel V. Jones is now in charge of fresh and frozen bulk fish sales for Wm. O. Dooms Co., Oakland, fish brokers and sea food distributors.

Sam has been with the Dooms company for the past three years. He was with San Juan Fishing & Packing Co. in Seattle and New York for 29 years before coming to California.

Jack Solt is in charge of packaged goods sales for Wm. O. Dooms Co. He was formerly with Ocoma Food Co.



Richer Redder

Pillar Rock
FANCY RED SOCKEYE
SALMON

"Packed with the Wiggle in its tail"

NEW ENGLAND FISH CO.
Seattle, Wash.
Since 1868

Producers ★ Packers ★ Distributors
Canned ★ Fresh ★ Frozen ★ Seafoods



DUMBLE BEE BRAND
Seafoods

GOAL

The great thing in this world is not so much where we are, but in what direction we are moving.

—O. W. Holmes

COLUMBIA RIVER PACKERS ASSOCIATION, INC. Astoria, Oregon



THERE'S A GROWING Demand for

BLACK TOP
PINK
SALMON

Quality
Pink Salmon

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Seattle 4, Washington



Baffin Brand...
There is a difference!
World's Finest
Lobster Tails

National Sales Representative
Robert L. Stix, Inc., 260 West Broadway, N. Y. 13

Vita Smoked Salmon Institutional Pack

Vita Food Products, Inc., New York, is offering institutional packages of its sliced smoked salmon, Pacific and Atlantic type both, with net weight of 2.5 lbs. of fish. The packages are of aluminum foils.

Gordon Curtis Handles Star-Kist Frozen Sales

Gordon C. Curtis, former sales manager for Van Camp Sea Foods Co., Inc., and the Sea Pak Corporation, has joined Star-Kist Foods, Inc., as sales manager of their frozen food division.

Cal-Marine Adds Directors

Max J. Gorby, president of California Marine Curing & Packing Co., Terminal Island, Calif., packers of Priority and Carnation brands of tuna, announces that due to increased business the stockholders of the company have enlarged the board of directors through the addition to the board of

Jack Dinnerstein and James R. Barry.

The board elected officers as follows: M. J. Gorby, president; Jack Gorby, vice president; J. R. Barry, vice president-sales; Anna Gorby, secretary-treasurer; Jack Dinnerstein, assistant secretary and assistant treasurer.

Can Manufacturer Heads Japan Fisheries Society

Presidency of the Japan Fisheries Society, representative of the fishing industry of that country, and with quasi-official status, passes this summer to Tatsunosuke Takasaki, Chairman of the Board of Toyo Seikan K. K., the Japan Can Co.

He will succeed Tsunojiro Hiratsuka, president of Nichiro Gyogyo K. K. and member of the Japan-Soviet Union Fisheries Commission, who re-

signed following the international meeting this spring on salmon operations in the Asian fishery.

Mr. Takasaki was trained in the United States and visited in America many times. He is recognized as a top-flight Japanese industrialist who recently has become active in political matters.

Bill Hoyer, formerly with Berelson, Inc., San Francisco seafood brokers and before that with Henry Dowden Co., has resigned to join the sales department of Producers Trading Co., San Francisco.

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 A COMPLETE SELLING ORGANIZATION

COMPLETE TRADE COVERAGE	50 YEARS OF SALES PROMOTION AND MARKETING EXPERIENCE	NATIONALLY RECOGNIZED HIGH STANDARDS OF SERVICE	SPECIALISTS IN BRAND BUILDING
RETAIL SPECIALTY WORK	CREDIT INVOICING AND TRAFFIC SERVICE	RECEIPT AND DISTRIBUTION OF CANS	CONSIGNED STOCK SELLING & RECORD KEEPING

L. H. FROHMAN & SONS Sales Agents
 FOR PRODUCERS OF CANNED AND FROZEN FISH AND SEA FOODS
 310 NORTH DEARBORN STREET CHICAGO 10

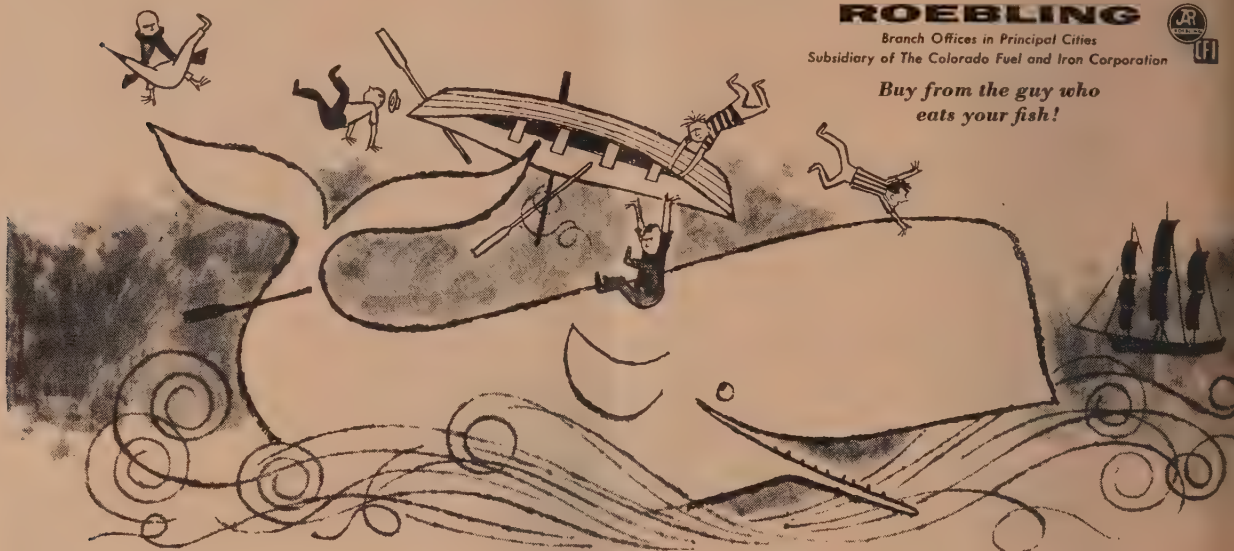
*Moby Dick would never
have acted this way
if Ahab had known about
Roebling Special
Galvanized Fishing Rope*

It's a sad scene that need never have happened. The same thing applies to anything you try to pull out of the briny. Roebling Special Galvanized Fishing Rope is built to last every inch of its length. It's tough—and that's the way it's got to be to stand up under the heavy duty demands you make on it. And while it's working, it fights corrosion from bell to bell. That's what you need: Roebling Special Galvanized Fishing Rope for shrimp rope, trawling rope or purse seine rope. Your distributor or closest Roebling office has it. Get it. Wire Rope Division, John A. Roebling's Sons Corporation, Trenton 2, New Jersey.

ROEBLING

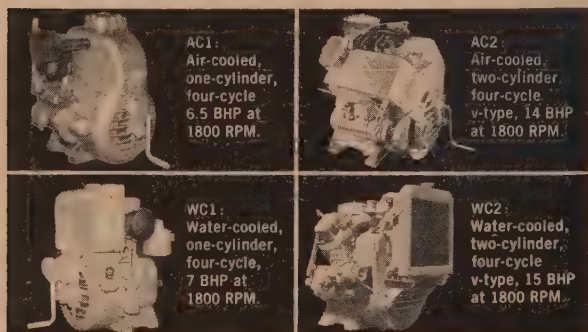
Branch Offices in Principal Cities
Subsidiary of The Colorado Fuel and Iron Corporation

*Buy from the guy who
eats your fish!*



THE BIG 4 IN DIESEL POWER

AMERICAN MARC Inc. dominates the field of lightweight, low-horsepower Diesels by building its diversified line from the "Big Four" basic models illustrated here. Purchase and maintenance of engines and parts are simplified by the use of these compact and rugged prime movers.



AMERICAN MARC also manufactures Diesel generating plants from 3 to 10 KW (AC or DC, and industrial three-phase), Diesel pumping units from 4 to 1700 GPM, marine propulsion, refrigeration units and power-packages for other services. American MARC can adapt any of its Big 4 engines to fit every job requiring from 5 to 20 BHP.

SOME DESIRABLE SALES TERRITORIES ARE STILL OPEN.
INQUIRIES ARE INVITED FROM REPRESENTATIVE DEALERS.

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AMERICA'S LARGEST MANUFACTURER OF AIR-COOLED DIESELS

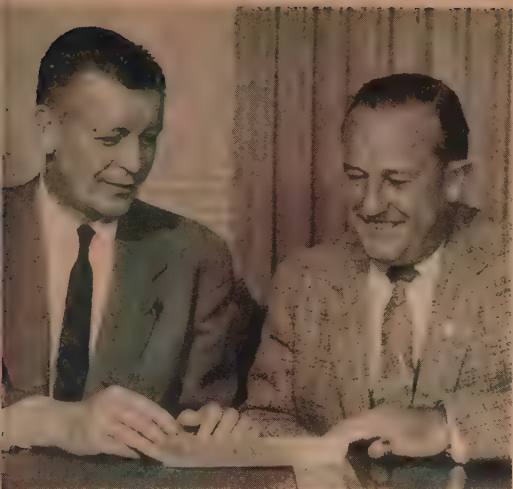


NORTHILL

DIGS FAST . HOLDS FAST... BREAKS OUT EASY



THE GARRETT CORPORATION AIR CRUISERS DIVISION
BELMAR, NEW JERSEY



JAMES B. LANE, left, talks over his resignation as president of Breast-O'-Chicken Tuna, Inc., with Harold P. Requa, Jr., the company's sales promotion director. Mr. Lane, who will head a large San Diego Advertising Agency July 1, will serve as consultant to Breast-O'-Chicken Tuna, Inc., and Westgate California Corporation.

Jim Lane Leaves Tuna Packing for Advertising

James B. "Jim" Lane, president of Westgate California Tuna Packing Co. and Breast-O'-Chicken Tuna, Inc., signed in June to become head of the Barnes Chase Co., San Diego advertising agency, in which he has acquired a substantial interest. He assumed the new position July 1.

Mr. Lane will remain on the board of directors of both corporations in the capacity of consultant.

Mr. Lane entered the tuna business in 1945 with the original Westgate company following naval service in World War II, is recognized as a leader in the industry. He has served as president of the California Fish Producers Association.

Harold P. Requa, Jr., sales promotion director for Breast-O'-Chicken Tuna, Inc., and president of the C. F. A., expressed gratification that Lane is remaining with the company as consultant adding: "It means we will continue to have the benefit of his wide experience in the business and his knowledge of the sales and promotion end."

The agency which Lane will head was founded 30 years ago by Norman Barnes, who retires as president to become chairman of the board. It has offices in Los Angeles and San Francisco.

Japanese Vessels Sail for Brazilian Operations

After a year's delay in making an agreed-upon program effective, five Japanese fishing vessels, four trawlers and a purse seiner, sailed from Shimonoseki in May en route to Brazil under a two-year license arrangement between the government of Brazil and Taiyo Gyogyo K. K.

Arrangements for this project were first discussed in May, 1956, between Masao Ohnishi, Taiyo managing di-

rector, and the Brazilian government. There were delays in putting the program into effect, however, and Mr. Ohnishi made another trip to South America early this year.

The Japanese operations will be based on Rio de Janeiro, and investigations will be conducted along the entire coastline as far as Belem, at the mouth of the Amazon. It is reported that there is great abundance of hake (*Merluccius*) and corvina (*Scaena*) along the coast in the vicinity of Rio.

The vessels dispatched are: No. 33 and No. 35 *Tokai Maru*, each 105 tons, both new vessels, built this spring at Nagasaki, and said to carry equipment comparable to that usually found on 300-tonners; No. 33 and No. 35 *Akashi Maru*, each 98 tons; *Kosei Maru*, 190 tons.

National Steel Buys Martinolich Ship Building

The National Steel and Ship Building Corp. of San Diego has bought the Martinolich Ship Building Co. there.

It is reported on good authority that Anthony Martinolich, president of the Martinolich company, will become assistant to National's general manager, Milton Filius. John Martinolich, his son, will become superintendent in charge of ship repair work.

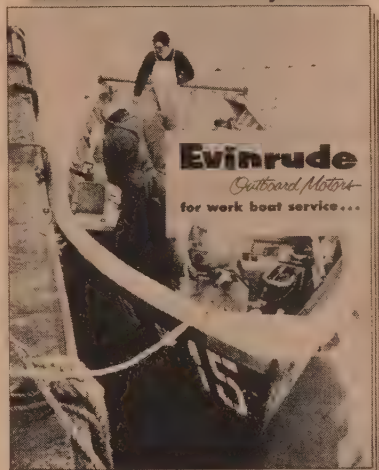
Nearly all key personnel of the Martinolich company will go over to National Steel, it is reported.

Formerly located in Tacoma, Wash., the Martinolich company in 1940 purchased the Warren Boat Co. in San Diego and has been in operation there since.

The Martinolich company built tuna clippers and did overhaul and repair work for the tuna fleet and other small craft. It also built mine-sweepers for the Navy.

Anthony Martinolich is president of the Fish Mongers club in San Diego.

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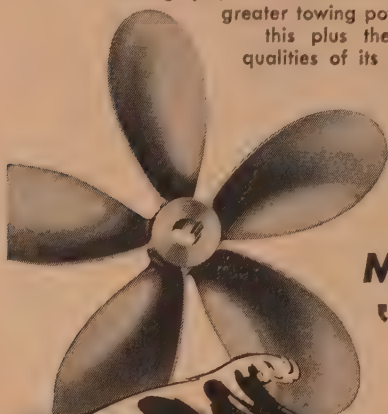
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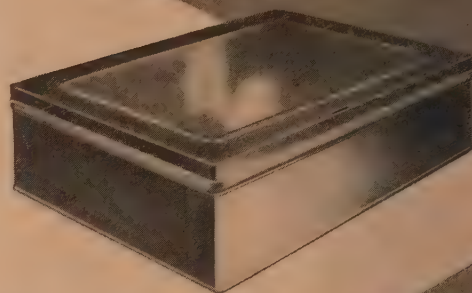
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INES and LEADERS

Burmeister & Wain, Danish Diesel Leaders, on Pacific Coast

One of the world famous manufacturers of diesel marine engines, Burmeister & Wain of Copenhagen, Denmark, established a foothold on the Pacific coast recently with the opening of attractive offices and showroom at 1784 West Georgia Street, Vancouver, B. C.

Leaders of the fishing industry of the San Francisco waterfront community of the British Columbia seaport attended the formal opening and met executives of the company—Knud Kalm, executive vice-president, and Ulrik Knigge, manager of the public relations department, both of whom came to Vancouver from Copenhagen for the occasion, and Per Meulengracht, manager of the Canadian company, who for five and a half years was with B&W in New York.

Burmeister & Wain, with world-wide affiliations, manufactures a wide range of marine diesels as well as stationary engines. Its products vary from 70 to 22,500 h.p.

The company has played an illustrious role in diesel engine history, having in 1912 designed and built the world's first cargo-carrying diesel ship, motorship "Selanor." Twenty years later the company completed the world's largest diesel which has never been surpassed—a 22,500 h.p. stationary giant still in operation at a municipal plant in Denmark. In 1952, Burmeister & Wain introduced the first two-cycle turbocharged diesel engine, which has proved an outstanding success, especially for large marine and stationary units.

The company also manufactures smaller engine types. The B&W Alpha two-cycle marine engine ranging from 100 bhp at 1200 rpm to 1000 bhp at 310 rpm are made available with controllable pitch propellers, and Vancouver visitors showed much interest in the units on display at the show room, including a 420-460 hp. engine with hydraulically operated controllable pitch propeller.

Two days prior to the opening of the showroom, the company entertained representative shipping men at a showing of three color films illustrating the use of Burmeister & Wain engines in Syria, Mediterranean countries and northern Europe. The Vancouver waterfront, in extending welcome to Burmeister & Wain, expressed pride that the big company had chosen Vancouver as its base of operations on this coast.

Enter Harbor Diesel Gets German Auxiliary Line

Enter Harbor Diesel Service of Wilmington, Calif., now distributes German Farymann diesel auxiliary engines in that territory. Owner L. R. (Shorty) Ames reports that the Farymann diesel, which weighs 140 pounds and develops 6 to 8 hp. in the Type E model and 9 to 12 hp. in types D and G, is ideal for below deck work, for generating, pumping and line lift duties. It also is suited to propelling small boats, he states. The Farymann's unique fresh water cooling system eliminates need for a radiator. These engines come crated and fully equipped with push parts for the first overhaul.

Westphal Is Bludworth Dealer at Seattle

Bludworth Marine, manufacturer and distributor of precision electronic equipment for navigation and underwater survey, announces changes in its branch office set-up as a result of increasing demands for the company's products and recently concluded service contracts with foreign manufacturers of navigation instruments. To better serve fishing boat

owners, former Bludworth Marine office managers are now independent dealers for sales and service.

Thus, Ralph E. Westphal is now Bludworth dealer at Seattle through his Westphal Electronics, 2419 Market St.

De Laval Pacific Advances Elvidge and Landis

The De Laval Pacific Company of Millbrae, Calif., announces the election to executive vice president of Earle C. Elvidge, formerly general manager and vice president.

Dick M. Landis, assistant general manager, was elected vice president. Other officers elected were C. B. Schmidt, chairman; W. A. McGill, president, and James M. Nicol, secretary and treasurer.

Columbian Bronze Names New Pacific Sales Reps.

J. B. "Jack" Hickman, Seattle, was named representative for Washington, Idaho, Montana, Oregon and the Province of British Columbia in the Columbian Bronze Corporation's appointment of seven new manufacturer's representatives to handle the entire line of Columbian propellers and marine accessories.

The W. W. Loudon Company of San Mateo, Calif., was appointed for Wyoming, Nevada, Colorado, Arizona, Utah and California.

Onan Issues "Blue Book" on Electric Generating Plants

D. W. Onan & Sons, Inc., of Minneapolis has revised their "Blue Book" of general information concerning the selection of engine driven electric generating plants. The pocket sized booklet describes in simple, easy-to-understand language the three general groups of electric plants: Alternating Current (A.C.), Direct Current (D.C.)



Marine Exterior is the new premium grade of fir plywood specifically designed for hull planking on boats up to 60 feet or more. **Douglas Fir Plywood Association**, announcing the new product, says it ranks below the rigid specifications required in government boat hull panels, but well above standard Exterior grade fir plywood. While the same permanently waterproof adhesive is used, panel make-up is more solid, with limitations on core-gaps and repairs in face plys. The grade-trademark shown above identifies a product manufactured under the industry's rigid quality-control program.

Marine Exterior will be available in four-foot widths, and in standard eight-foot length or longer lengths on special order. It will also be available with resin fiber overlays which provide an ideal base for a durable, long-lasting paint cover. This premium surface eliminates checking.

and Battery Charging. Plant operation for each type is thoroughly discussed.

The booklet reviews the types of mechanical power for driving the generator and cost of operation and installation of each type. The booklet, in short, is a concise summary of important points to remember in selection of an electric generating plant.

Copies are available by writing the manufacturer at 2600 University Ave., S. E., Minneapolis. Ask for the "Blue Book."

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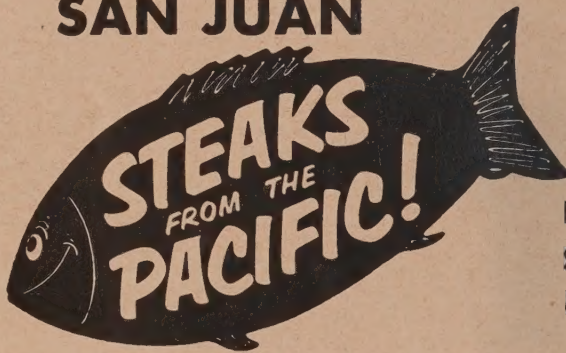
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ADVERTISING INDEX

Alloy Wire Belt Co. 29	duPont de Nemours & Co., E. I. 36	International Nickel Co., Inc. 40	Pacific Fisherman Pacific Telephone & Telegraph Co. 28
American Can. Co. 10	Ederer Netting 42	International Paint Co. 33	Pacific Towboat & Salvage Co. 32
American Marc, Inc., Hallett Diesel Engine Divn. 46	Evinrude Motors Division, Outboard Marine & Mfg. Co. 47	Johnson Motors, Division of Outboard Marine Corporation 38	Power Transmission Products 21
American Marine Paint Co. 25	Fairbanks, Morse & Co. 4	Kelley-Clarke Co. 44	Roebings Sons Corp., John A. 46
Baker Engineering Corp. 49	Fibreboard Paper Products Company 17, 18	Kettenburg Boat Works 21	San Diego Marine Construction Co. 49
Bioproducts, Incorporated. 32	Forster Ship Building Co. 32	Kohlenberger Engineering Corporation 50	San Juan Fishing & Packing Co. 5
Bludworth Marine 33	Freeman, Doc 32	Kurashiki Rayon Co. Inside back cover	Seaside Supply Stores 30
Bryant's Marina 32	Fremont Electric Co. 33	Larson Boat Shop, Al. 32	Shepherd Marine 50
Camillo, J. J. 49	Frohnman & Sons, L. H. 45	Linen Thread Co., Inc., Ederer Fish Netting 42	Shepherd Son & Co., J. H. 50
Campbell Machine, Inc. 49	Garrett Corporation, Air Cruisers Division 46	Marine Construction & Design 48	Snow-Nabstedt Gear Corp. 37
Carruthers Company, E. H. 43	General Petroleum Corporation 34	Michigan Wheel Co. 48	Standard Oil Co. 22
Caterpillar Tractor Co. Back cover	Goodrich Sponge Products Division, B. F. 14	Murphy Diesel Co. 24	Standard Steel Corporation 48
Chrysler Corporation, Marine Engine Division 20	Hanson, H. C. 49	NC Marine 28	Starr Net Co., A. M. 26
Cincotta Bros. 30	Harbor Boat Building Co. 32	New England Fish Co. 44	Stern Can Co., Inc. 44
Classified Advertising 32	Hart & Burns 26	Nic-L-Silver Battery Co. 31	Stix, Inc., Robert L. 48
Columbia River Packers Assn., Inc. 44	Hatch & Kirk 21	Nordberg Gasoline Marine Engine Division, Universal Motor Co. 30	Tacoma Boat Building Co. 28
Columbian Bronze Corp. 30	Hill-Cunningham Automatic Pilot Co. 30	Nordby Supply Co. 28	Techkote Co. 31
Consolidated Net & Twine Co. 26	Hiller, Paul W. 49	Oceanic Sales Co. 45	Toyo Rayon Company Inside front cover
Continental Can Co. 2	Hutchison & Associates, Wm. H. 45	Onan & Sons, Inc., D. W. 40	Tubbs Cordage Co. 41
D'Acquisto & Sons de Dever, Arthur 32	Independent Salmon Cannery, Inc. 45	Oxenberger Bros., Inc. 45	Vita Food Products, Inc. 45
Delca Fish Preservators, Inc. 45	In-Mar Company 32		Wendt, Ivar 45
Devoe & Reynolds, Inc. 26			White & Sons, Inc., Wilfrid O. 28
Douglas Fir Plywood Association 3			

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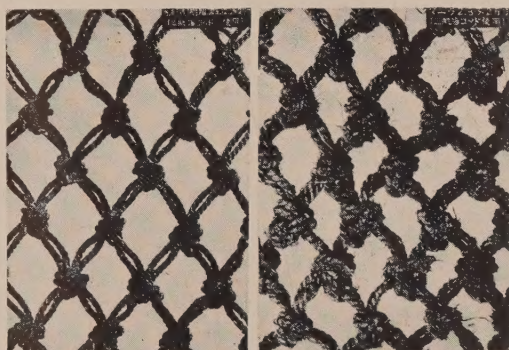
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The above is the photograph of "No. 37 Taiyo Maru", a trawler, which belongs to the Taiyo Fishing Co., Ltd., one of the largest fishing companies in Japan. Since the adoption of Manryo fishing nets, it is said that her operation has become more successful. Today, the bulk of the Japanese trawlers are using Manryo fishing nets because they possess strong resistance to wear, economize labor and assure a better haul.

The photos below show the portion of the cod-end of trawl nets which are made of Manryo netting (left), and manila hemp (right) to make comparison of the conditions of wear both after having undergone operations of three voyages. They show that manila hemp has already worn out considerably, displaying greater roughness whereas Manryo shows almost no damage.



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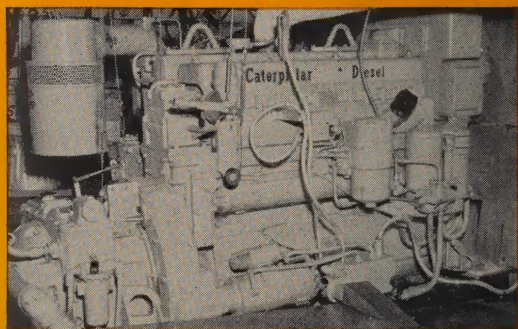
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